

Maricopa County Department of Transportation

Transportation

Improvement Program



and
MCDOT
Accomplishments



Fiscal Years 2005-2009



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Transportation Improvement Program

MCDOT 2005-2009



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Transportation Improvement Program

MCDOT 2005-2009



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Message from the Director

For many years, the Maricopa County Department of Transportation (MCDOT) has asked, "Is it the right road, at the right time and at the right cost?" Although the directorship of the Department has transitioned, these questions remain relevant. To address these questions, MCDOT has benefited from the vision and interaction of hundreds of county residents, their elected representatives, our client cities and towns, the County's Transportation Advisory Board and the Board of Supervisors.

The result of these interactions is the MCDOT Accomplishments and Five-Year Transportation Improvement Program (TIP) for fiscal years 2005-2009. This TIP explains what MCDOT has accomplished and is planning. In developing this TIP, MCDOT has endeavored to include the highest priority projects with benefits to travelers that exceed the project's design and construction costs.

Added to MCDOT's project analysis process are new business metrics designed to measure the effectiveness of the TIP as well as MCDOT as a transportation services provider. MCDOT has established target values and is now tracking: overhead rates, construction cost growth, percent of construction dollars spent, personnel use rates, percent of the capital budget spent, cost of project delivery as compared to the total capital project cost, percent of construction dollars spent, as well as customer and staff satisfaction rates.

Your Maricopa County Department of Transportation is now part of a new, larger and more efficient Public Works Department that integrates many common responsibilities previously assumed by separate county agencies. With this consolidation of responsibilities and resources MCDOT hopes to continue to demonstrate its credibility by providing the right transportation system, at the right time and at the right cost for the people of Maricopa County.



Michael S. Ellegood, P.E.
Director of Public Works,
Transportation Director and County Engineer

Introduction

Maricopa County annually documents its transportation improvement projects in its five-year Transportation Improvement Program (TIP). This year's report covers fiscal years 2005 through 2009. The TIP is the result of an integrated process that involves planning, development and decision-making by the MCDOT staff, the Transportation Advisory Board and the Board of Supervisors.

The TIP is the method by which the County implements the recommendations of its adopted Comprehensive Plan, Transportation System Plan, Small Area Studies, Corridor Studies, Candidate Assessment Reports, Transportation Management System Reports and requested projects by cities and towns. These plans, studies and recommended projects are based on objective analytical data that address the growing transportation needs of the county.

The types of projects recommended in the TIP include:

- Roadway Designs, Design Concept Reports and other studies.
- Transportation capacity improvements to roadways and bridges.
- Corridor studies.
- Safety improvements for both roadways and bridges.
- Dust mitigation projects on dirt roadways.
- Development of Intelligent Transportation Systems (ITS).
- Projects identified in multimodal studies including MCDOT's Bicycle Plan and the County Trails Plan.
- Acquisition of right-of-way.

TIP project selection, prioritization, approval and implementation are based on MCDOT's commitment to providing a quality transportation system for all County residents. Each year, a multi-divisional MCDOT review group discusses new and continuing projects to be recommended to the MCDOT Management Team and Transportation Advisory Board.

Typically, for a project to be presented to the Transportation Advisory Board (TAB) for consideration in the TIP it must be highly rated, show a positive benefit/cost ratio, have an identified financial partner (where applicable), be within the financial capability of the County and be physically ready to begin in the near future. The TAB reviews the entire list of ranked and rated projects and then makes its recommendation to the Board of Supervisors for final action. Approval by the Board of Supervisors ensures a project's inclusion into the County budget and the TIP.

All selected TIP projects are driven by the guiding components: The Transportation System Plan (TSP), the Comprehensive Plan, and the Strategic Plan. The TSP is the implementation component for the transportation element of the Maricopa County Comprehensive Plan. It designates a strategic direction and sets forth a vision for planning and construction of the transportation facilities within the County through 2020.

The Maricopa County Comprehensive Plan, "Eye To The Future," emphasizes public involvement including comments, ideas and directions. It addresses the long and short-term transportation issues in relation to our growing community. The plan is multi-modal and encompasses highways, streets, transit, bicycle and pedestrian services and facilities. It serves as a standard for accomplishing the County's goals, objectives and policies.



Introduction (continued)

The Strategic and Operational Plan integrates planning, budgeting and performance measurements. Focusing on the alignment of people, resources and systems within MCDOT, it provides the right information to make good decisions. The Plan also aligns every MCDOT employee to organizational success, and it provides the information needed to tell customers what they are getting for their investment (taxes).

Projects in the TIP address three fundamental questions:



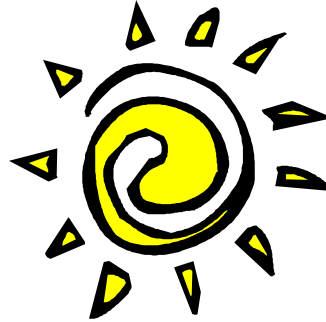
Director Mike Ellegood speaks to employees

Addressing these questions ensures that MCDOT maximizes the use of taxpayer's dollars by providing the most needed and cost-effective projects for safe and efficient travel throughout Maricopa County, now and into the future.



MCDOT Mission, Vision and Strategic Plan

MCDOT has continued to implement its strategic and operational planning process referred to as Managing for Results (MFR). MFR established a foundation on which the County built a highly integrated management system focused on results for all county residents. This strategic plan continues to focus on the near future, typically a two to five year horizon, and directly links with operations, performance, and the Department budget.



MCDOT Mission:

Provide a quality transportation system to the travelers in Maricopa County so they can experience a safe, efficient and cost-effective journey.

MCDOT Vision:

Set a standard of excellence regionally enabling us to consistently deliver on our commitment to provide the right transportation system for Maricopa County at the right time and the right cost.

MCDOT Values:

Respect our customers and MCDOT employees by demonstrating credibility, integrity and innovation.

MCDOT implemented cost-cutting measures, upheld budget constraints and continued its zero-based budgeting process in FY 2004 as part of the overall management plan for County Government.

MCDOT faces new challenges in the future. Maricopa County has grown by almost one million people since 1990 with no noticeable slowdown. The volume of travel on our roadways is also steadily increasing. These dynamic forces make it imperative but very difficult for our transportation systems to keep pace with the demand. However, with the support from the County Board of Supervisors, the Transportation Advisory Board and the citizens of Maricopa County, MCDOT will continue to address the transportation needs of its residents.

This year's TIP book is a snapshot into our probable transportation future. It explains what we've accomplished in the last year and outlines what we plan to do in the next five years in order to maintain our commitment to producing a safer and more efficient transportation system.



Board of Supervisors (BOS)

The Maricopa County Board of Supervisors (BOS) is composed of five elected officials representing each of the five county districts. The Board makes the final decision regarding projects to be included in the TIP.

In addition to considering the recommendations of the Transportation Advisory Board, the Supervisors also consider citizen and municipal input during its deliberations. It is important to realize BOS approval only commits funding for the first fiscal year even though the TIP is a five-year program.



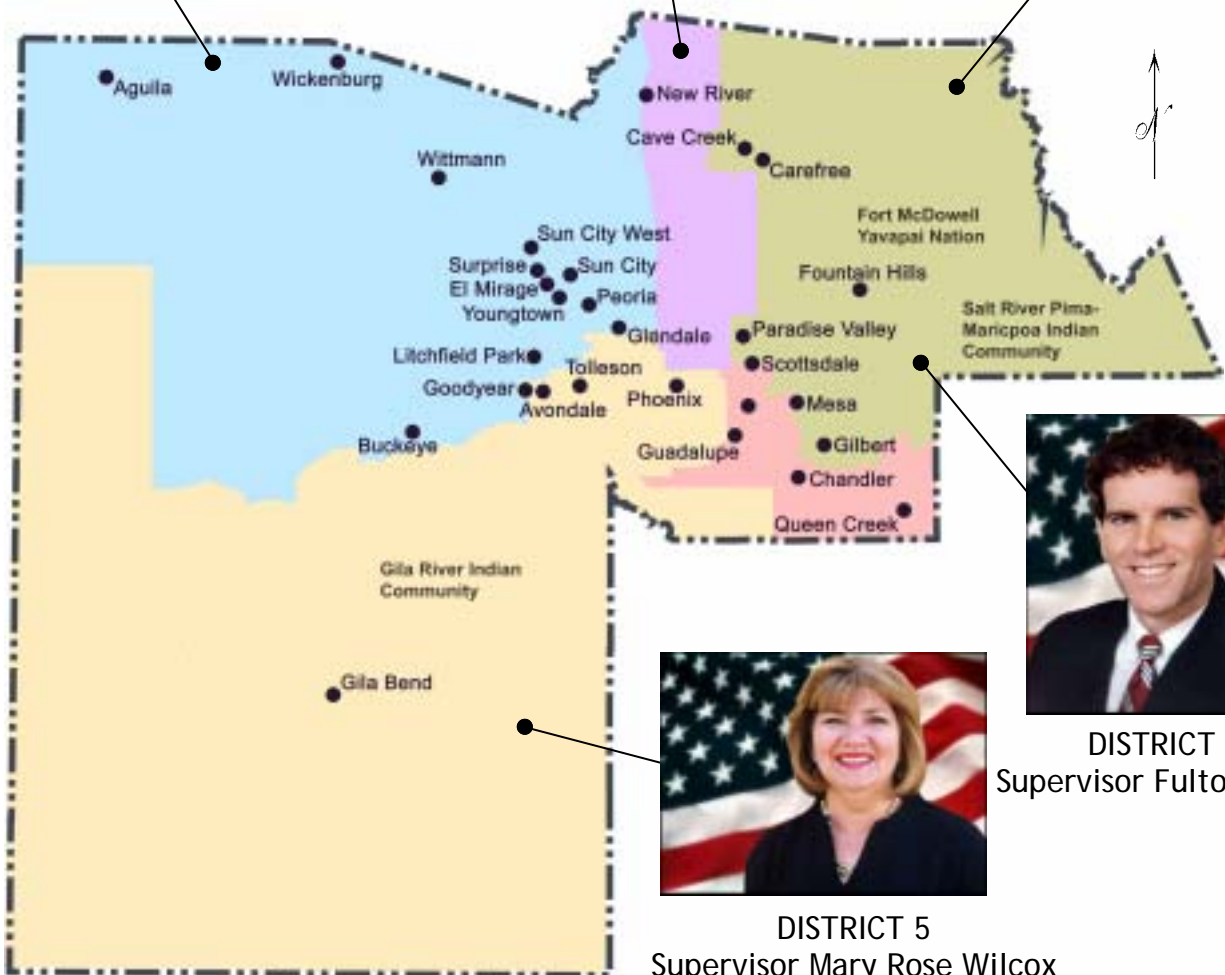
DISTRICT 4
Supervisor Max W. Wilson



DISTRICT 3
Supervisor Andrew Kunasek,
Chairman



DISTRICT 2
Supervisor Don Stapley



DISTRICT 1
Supervisor Fulton Brock



DISTRICT 5
Supervisor Mary Rose Wilcox



Transportation Advisory Board (TAB)

The Transportation Advisory Board is comprised of citizens from each of the County's five districts; TAB members are appointed by the Maricopa County Board of Supervisors. TAB members bring the constituent voice to transportation decisions. One of the TAB's primary goals is to assist in developing and maintaining public understanding and support of MCDOT programs through active communication. The board has public meetings every other month and the public is encouraged to attend.

The TAB's greatest partnership is with the public.

To guide the TAB, the following objectives are pursued as a part of its mission statement:

- Comprehensive transportation planning which enhances the quality of life for Maricopa County citizens
- Continued safety and maintenance of the Maricopa County Transportation System
- Implementation of the Board of Supervisors transportation goals
- Excellence in regional planning and promotion of cooperative efforts to resolve rural and urban issues



Frank N. Peake, Jr.—District 1
Chairman



Alan Turley—District 2
Vice Chairman



Marie Lopez-Rogers—District 5



Lon McDermott—District 4



Jason Morris—District 3



Transportation Advisory Board (continued)

The BOS created the TAB to review and provide advice regarding transportation issues facing this rapidly growing county. TAB reviews planning issues, transportation studies, construction schedules and maintenance issues. However, the majority of the TAB's effort is reviewing and updating TIP policies to ensure that the TIP process remains effective.

TAB reviews MCDOT's staff recommendations for TIP projects and considers the following:

- Is the project cost-effective?
- How does it compare with the recommendations in the Transportation System Plan?
- What is the project's score compared to other projects?
- Will other jurisdictions or agencies be involved as partners in the project, and to what extent?
- In what ways does a project support legislative mandates for clean air and a healthy environment?

TAB balances the program and ensures an objective and comprehensive review of all TIP projects. This includes consideration of how the projects may interrelate and how they may relate to the TIP's of other agencies.

TAB's focus is enhancing TIP expenditures by leveraging other funding sources such as partnerships and grants. The TAB works to establish a solid community relationship where collaborative efforts, such as corridor preservation, begin. The relationships result in monetary savings associated with a shared community vision.

The TAB's greatest partnership is with the public. The TAB relies heavily on the community to express its transportation needs through participation in various studies, public events, and correspondence with staff.



Transportation Advisory Board meeting

To receive TAB agendas or request general TAB information, please contact:

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Business Metrics

The Maricopa County Department of Transportation is now part of a new, larger and more efficient Public Works Department that integrates many common responsibilities previously assumed by other county agencies. MCDOT has begun tracking its performance and efficiency through a set of business metrics. Capital expenditures, roadway operations, staff utilization, and the satisfaction of employees and the public are being monitored and measured. These metrics were selected in order to compare MCDOT's performance with those of the county as well as nationwide. Eight metrics are being tracked and will be annually documented in this report.



1. MCDOT's overhead rate should be less than 150%.
2. MCDOT's personnel use rate should be greater than 60%. This is the time spent by employees on projects with specific project control numbers as compared to the total hours paid by MCDOT.
3. The cost of construction should not increase by more than 5% after the project bid has been awarded.
4. MCDOT should annually spend at least 85% of its funds budgeted for capital improvements.
5. MCDOT should spend more than 95% and less than 98% of its budgeted funds for operations.
6. The cost of project delivery which includes design costs, contract oversight costs, and administration expenses should be less than 18% of the total capital cost of the project.
7. The employee satisfaction rate should be greater than 5.5 out of 8 based on MCDOT's annual employee satisfaction survey.
8. MCDOT customers should have a satisfaction rate greater than 6 out of 10, based on special surveys to be developed for each MCDOT program.

Figure 1. MCDOT Business Metrics



2004 ACCOMPLISHMENTS

Maricopa County Regional Trail System Plan

In February 2000, the Maricopa County Board of Supervisors formed the Maricopa County Trail Commission and unveiled their plans to develop a Regional Trail System. The trail system plan was compiled in three stages over a period of nearly five years. It represents a comprehensive system of nonmotorized trail corridors that will help guide the planning process as Maricopa County moves through the 21st Century. The plan recognizes the importance of the Sun Circle Trail, establishes the Maricopa Trail, and identifies future trail corridors throughout the County.

The Maricopa County Regional Trail System is a collection of trail corridors under the jurisdiction and control of many different agencies. Maricopa County has identified the Sun Circle and Maricopa Trails as its highest priorities for completion.



White Tank Mountains Regional Park

Lower priority segments may be developed at any time should the opportunity arise. The County's priority designation may or may not coincide with the priorities of any agency whose trails have been identified as components of the regional system.

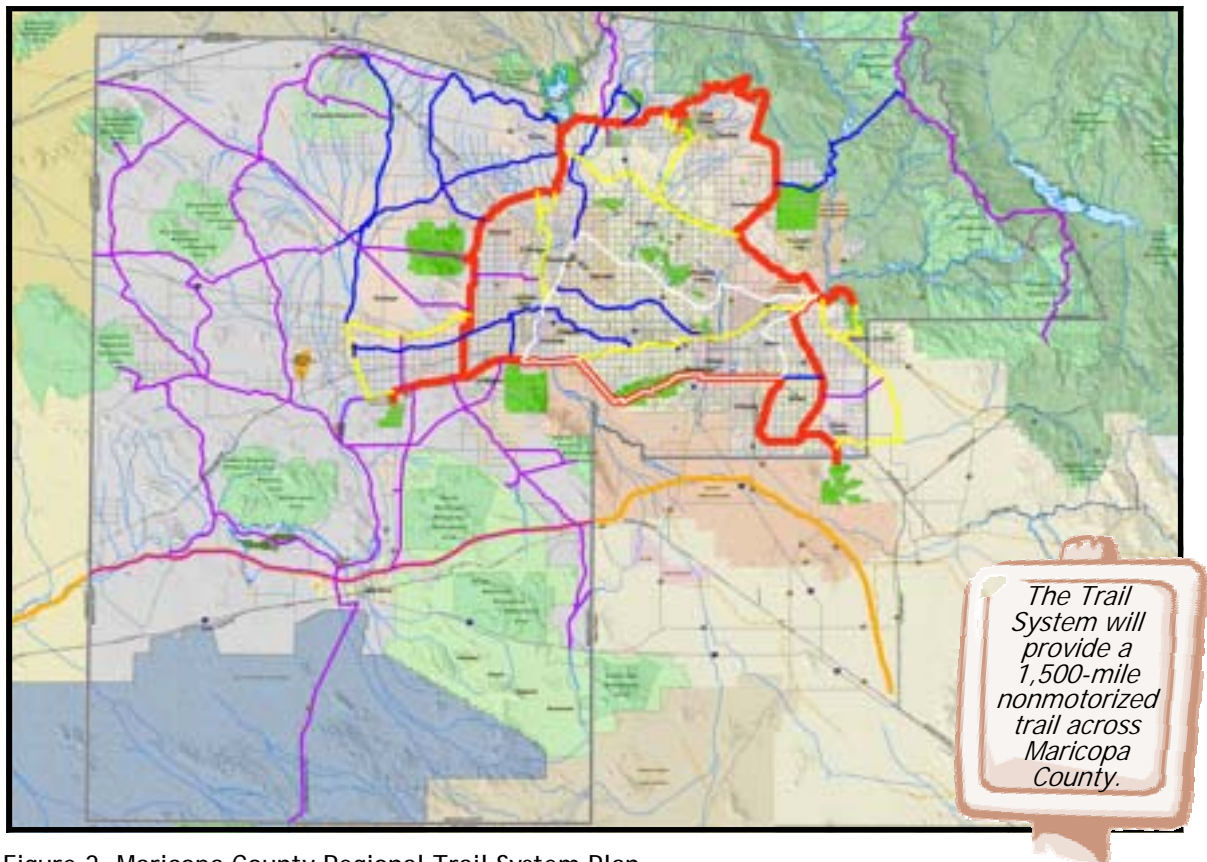


Figure 2. Maricopa County Regional Trail System Plan



2004 ACCOMPLISHMENTS

PM₁₀ Dust Mitigation Program

The MCDOT PM₁₀ paving project is in its 4th year and has paved over 65 miles of roads per year reducing over 1,000 tons of particulates out of our air. This multi-year project is part of a larger countywide plan to reduce air pollution. Our goal is to pave an additional 10 miles of dirt roads by the end of 2005.



Tonto Hills PM₁₀ roadway



Southwest valley PM₁₀ roadway

MCDOT has paved more than 65 miles of dirt roads since 2001.

MCDOT maintains nearly 650 miles of unpaved roads throughout the valley. Dust suppression has become a major concern as these roads are significantly contributing to the airborne pollution in our dry desert community. MCDOT pledges to continue this aggressive program to reduce airborne pollution and improve our air quality.



Southeast valley PM₁₀ roadway



2004 ACCOMPLISHMENTS

E-Government Initiatives

E-government uses web-based technologies to improve services and communication between government and citizens. The Department of Transportation (MCDOT) is at the forefront of this e-government transformation. Information technology plays an important role in the services we provide to citizens.



The MCDOT website (<http://www.mcdot.maricopa.gov/>) is already home to more than 50 web based services and applications. Citizens can apply online for Maricopa County's Adopt-A-Highway program, report a missing or damaged sign, request a street sign, and obtain survey information. Consultants and contractors interested in doing business with MCDOT can now apply online for inclusion in the Article 5 Register. To date, over 300 consultants and 200 contractors have applied. MCDOT's PM-10 dirt road paving plan is also posted online. A Development Schedule, List of Roads Currently Scheduled for Paving, and answers to Frequently Asked Questions can be found at <http://www.mcdot.maricopa.gov/pm10/>. There is also a variety of engineering documents and manuals that can be accessed online.

Our website is one of the most frequently visited government sites in Arizona, averaging more than 20,000 visits a month. The site has enabled us to serve citizens electronically with more than 160 e-mail inquiries in 2004 alone and over 1,000 since its development in 2001. The Transportation Improvement Plan (TIP) is also available online.



2004 ACCOMPLISHMENTS

Partnerships

Intergovernmental agreements (IGAs) and other partnerships are an important part of MCDOT's strategy for implementing the Transportation System Plan. MCDOT seeks to develop partnerships with cities and towns on roadway projects where there is a common interest and shared jurisdiction. Partnerships with private developers are also emerging as an important element of MCDOT's strategy to meet new demands for transportation infrastructure. Whether they be with public or private parties, project partnerships provide efficient service to the citizens of Maricopa County, and make the most of our limited Highway User Revenue Fund (HURF) dollars. Agreements may involve project funding, collaborative design, future operation and maintenance, or annexations.

Partnerships improve and promote projects by:

- Building ownership in the project during the project development process.
- Clarifying the need, nature, scope and timing for the project.
- Ensuring all affected parties have input on project development.
- Ensuring the interests of all affected parties are adequately considered.
- Sharing and exchanging resources and property.
- Leveraging financial resources.
- Clarifying jurisdiction and responsibilities during and after project construction.

On average MCDOT completes 25-40 IGAs and other project agreements each year. A significant portion of the TIP is funded through cost-sharing with partners. MCDOT's current goal is to fund a minimum 25% of the TIP through partnerships. For fiscal year 2005, capital costs are estimated at \$78million with \$21 million from partners. Eighty percent of MCDOT's 20 TIP projects currently programmed for construction in 2005 involve partnerships. Two of these partnerships are already in place. Agreements are also in place for half of TIP projects scheduled for design or construction in fiscal year 2006. MCDOT's cost-share policy provides guidance to staff and community partners in the development of cost-share agreements. Several major MCDOT projects currently in development or completed in the past year reflect the benefits of partnerships.

In addition to the County's responsibility to address the transportation needs of the unincorporated County, Maricopa County is committed to providing leadership for a regional transportation system.

This commitment includes:

- Support of the Maricopa Association of Governments (MAG) Regional Transportation Plan and its constituent projects;
- Planning, development, construction, and operation of a seamless, regional system of county highways that serves as a regional travel network for all county residents, regardless of jurisdictional boundaries; and in particular,
- Closer cooperation with local jurisdictions including the development of partnerships to deliver transportation projects that serve regional travel regardless of jurisdictional boundaries.



2004 ACCOMPLISHMENTS

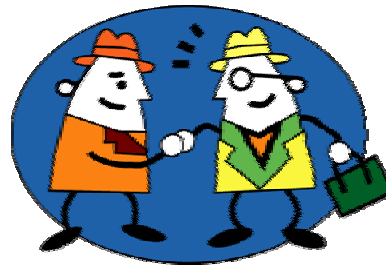
Partnerships (continued)

MCDOT is committed to working in partnership with local jurisdictions to ensure that the County's regional transportation goals are fully realized. Partnering occurs in planning, designing, constructing and operating transportation projects that serve significant regional transportation needs, regardless of whether the project lies within incorporated or unincorporated Maricopa County. For projects within incorporated areas, higher priority will be given to projects that serve a demonstrated, significant regional transportation need and to projects contained in the Regional Transportation Plan. The County may participate financially in significant regional transportation projects that lie entirely within an incorporated area provided:

- The County's expenditures are allowable under statutes governing Highway User Revenue Fund;
- The project is on a roadway established as a County Highway, or that forms a necessary or convenient connection to state routes;
- The project serves a significant regional transportation need as demonstrated by objective project scoring and evaluation techniques;
- The County's financial contribution is compatible with budgetary obligations;
- The County's cost-share is proportional to the regional benefit enjoyed by the citizens of Maricopa County (but shall not exceed 50% of the total project cost), and
- The County's financial participation is documented in an intergovernmental agreement.

Loop 303

Partnerships with ADOT and several municipalities are essential to MCDOT's plans to construct Loop 303. Originally part of the Regional Freeway System plan, Loop 303 was deleted from the freeway program in 1995 and ADOT declared its intent to abandon the route entirely. MCDOT recognized the importance of this route as a future regional transportation corridor that needed to be preserved. In 2000, ADOT and MCDOT finalized an agreement under which ADOT retains Loop 303 as a State Route while MCDOT constructs and operates an interim roadway which can be expanded, as needed, or eventually upgraded to a freeway.



MCDOT projects currently in development or completed in the past year demonstrate the benefits of partnerships.

Agreements are in place or pending with several municipalities including Goodyear, Peoria and Surprise regarding various aspects of design, maintenance, construction and operation of Loop 303. Key agreements were completed in 2002 with private sector partners who made substantial contributions to Loop 303. This provided an accelerated construction schedule and expanded the project to address new housing development needs in the area. MCDOT continues to work closely with ADOT and the Flood Control District of Maricopa County to plan for future development along Loop 303. This includes cooperating in the environmental review process and addressing drainage issues.



2004 ACCOMPLISHMENTS

Partnerships (continued)



Loop 303

Construction of the interim Loop 303 is proceeding rapidly. The segment from Clearview Boulevard to Grand Avenue including the new Patriots Bridge over Grand Avenue was completed in May 2002. Construction of a realigned segment from McDowell Road to Indian School Road was completed in November 2002. Construction of safety improvements, including traffic signals, at the existing intersections of Loop 303 with Northern and Olive Avenues was completed in early 2004. Two entirely new roadway segments have also been built; a segment from Reems Road to El Mirage Road was completed in late 2003. The next section from El Mirage Road to Lake Pleasant Road including a bridge across the Agua Fria River was opened to traffic in 2004. Developer agreements were critical to the funding of these new roadway segments.



Ellsworth Road

Gilbert Road from McDowell Road to SR 87

MCDOT has worked closely over a period of several years with ADOT, the City of Mesa, the Salt River Pima Maricopa Indian Community, the Maricopa Association of Governments and the Salt River Project to forge a partnership for the improvement of Gilbert Road from McDowell Road to SR 87. The project partners have worked to overcome a series of funding and construction issues that could not have been resolved by separate, independent efforts. The project involves a combination of federal, state and local funding sources. Construction is scheduled to begin in 2005 or as soon as the final right-of-way is granted by the Indian Community.



Gilbert Rd at Oak, looking north toward SR 87

Ellsworth Road

MCDOT, the Flood Control District of Maricopa County, and the City of Mesa concluded a series of agreements in 2000 that will serve as the foundation for a combined \$28.8 million project for roadway and drainage improvements in the area of Ellsworth Road from Germann Road to Elliot Road. Participation by all three partners was essential to both the roadway and drainage components of the project. Some drainage construction has already been completed. Construction of the roadway is scheduled to begin during fiscal year 2005.

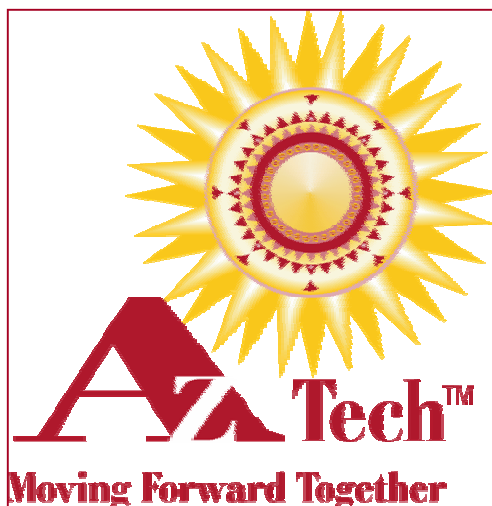


2004 ACCOMPLISHMENTS

AZTech Smart Corridors

MCDOT, in cooperation with state and local officials and private industries, has formed a unique partnership called AZTech™ which uses state-of-the-art technologies to improve travel conditions and the quality of life in Arizona. The purpose of AZTech™ is to more closely integrate the management of the region's transportation system and also give travelers up-to-the-minute traffic information. Phoenix was one of four metropolitan areas selected by the U.S. Department of Transportation in 1996 for this ITS (Intelligent Transportation System) Model Deployment Initiative with MCDOT serving as lead of the partnership.

Over the past eight years, AZTech™ has implemented ITS technologies in the Valley to ease congestion, alert drivers to delays, improve public transit operations and closely monitor traffic conditions. As a result, AZTech™ has developed an integrated network of traffic signals, computers, communication devices, closed circuit cameras and variable message signs to keep traffic moving across the Valley.



MCDOT's Traffic Management Center opened in 1999 and continues to be an integral part of the regional AZTech™ system. During fiscal year 2003, along with eight local government partners, MCDOT completed the design of several new "SMART Corridors" on the AZTech™ system. This work was followed by the construction of these corridors in fiscal years 2003 and 2004. SMART Corridor infrastructure expands the AZTech™ Intelligent Transportation System through the installation of vehicle detection devices, closed circuit cameras for better traffic management and variable message signs for motorist traffic information.



2004 ACCOMPLISHMENTS

Safety

MCDOT, through the AZTech™ partnership, has taken the lead in establishing a first-of-its-kind regionally oriented, incident management augmentation service. The new group is called the Regional Emergency Action Coordinating Team (REACT). The team consists of traffic management specialists, who use trucks equipped with variable message signs and other ITS equipment to provide traffic control at the roadway emergency scene. Since its inception in late FY 2001, the team has responded to more than 525 call-outs and has received many expressions of appreciation and support from the local police and fire departments.



REACT team responding to an accident



There is always a REACT Team member ready to respond to calls for traffic management, 24 hours a day and 7 days a week.



Incident responders are not aware of existing road closures or the traffic impact generated by the incident, and as a consequence, few safety measures are implemented at the incident scene. REACT offers a timely and effective solution by providing the necessary traffic management in the area around the incident. Importantly, the presence of the REACT management professionals allows the responding law enforcement officials to concentrate on the accident investigation rather than traffic control.



REACT truck



TIP Programming

How Projects are Evaluated and Selected for the TIP

Project selection for the Transportation Improvement Program (TIP) begins with MCDOT's annual review of the county's transportation needs and roadway conditions. This is done through several methods. One of the most important tools used by MCDOT is its annual Transportation Management Systems Report. This report is divided into four sections that identify:

- The historic and current physical condition of all MCDOT's roadways.
- The type, history, and location of all traffic accidents occurring on County roadways.
- Current and future traffic congestion problem areas on County roads.
- The historic and current physical conditions of bridges.

MCDOT meets annually with many cities and towns to discuss mutual transportation needs and potential joint projects. Projects identified through these meetings and processes are reviewed and evaluated along with project requests from other non-governmental agencies, including the public. Projects already included in the MCDOT TIP from previous years are usually given priority to continue through the process to their eventual construction. However, these projects may be deferred or eliminated from the TIP under certain circumstances. These changes usually result from decreased funding availability, environmental concerns, difficulty in securing a financial partner or other unforeseen problems. MCDOT staff annually reviews each potential internally and externally requested project. All projects are evaluated using an objective rating system approved by the Transportation Advisory Board (TAB).

The county also considers projects with already completed Candidate Assessment Reports (CAR), Design Concept Reports (DCR), and fully designed projects submitted by cities, towns, or other agencies. A CAR is a planning level study that identifies the best possible alternatives to an identified transportation problem. It provides a scope, schedule, and budget for solving the identified problem. A DCR is a preliminary engineering study which provides considerably more detail than a CAR concerning the best technical project alternatives, proposed costs, and schedule. These completed studies are also ranked and considered for the TIP. Staff then matches available County funding with all ranked and recommended projects.

Internal Review Committees

The ranked project requests, CARs, and DCRs are presented to MCDOT's TIP Review Committee (TRC) for their review. This Committee consists of staff from each MCDOT division as well as selected other County departments. The TRC recommends projects qualified to be advanced to the next level of development. The Committee's recommendations are forwarded to the MCDOT Management Team which consists of the heads of each of the MCDOT divisions: Engineering, Planning, Right-of-Way, Construction and Operations, and Professional Services as well as other key individuals.



TIP Programming (continued)

Staff usually recommends the highest ranked projects that are also ready to proceed to the Transportation Advisory Board (TAB) for further study or funding in the TIP. The TAB holds a working session to discuss the submitted projects as well as several subsequent public meetings to finalize their recommended projects to the Board of Supervisors.

Determining Priorities

The County uses a weighted objective scoring system for comparing project requests, CARs, DCRs, design projects, and construction projects. The project ranking system complies with the mission, vision and objectives of the County. The system was designed to carry out the adopted Comprehensive Plan and the Transportation System Plan requirements. In addition, staff may consider public comments, planning goals, unique opportunities, and other non-numeric factors.

Commitment to Programmed Projects

The TIP is based on a commitment to deliver the right transportation project at the right time and for the right cost. Subject to BOS approval, new DCRs are added to the TIP annually. All projects already in the program are reviewed each year to see if they are qualified to progress to the next TIP phase i.e., from design to construction. MCDOT is committed to expediting projects through the entire process. A project may be either accelerated, delayed, or occasionally deleted from the TIP as dictated by MCDOT's analysis, objectives, and/or budget constraints.

TIP Project Selection Process

New TIP projects are selected using the process shown in Figure 4. This process saves time for jurisdictions that submit complete CARs, DCRs, or fully designed projects. Throughout the year, MCDOT ranks initial project requests for consideration to

conduct CARs. Staff then includes all completed CARs, DCRs, or designed projects in the next phase. After several years the project may have to be updated and resubmitted by the applicant.

Specific criteria used in scoring and ranking TIP projects:

25 points:	Safety: Accident rate, accident severity cost, roadway configuration and pavement condition.
15 points:	Compliance with the County's Comprehensive Plan and Transportation System Plan, percent of regional travel on the roadway and environmental factors.
20 points:	Current and future traffic congestion.
20 points:	Benefit/cost ratio (must be above 1.0 to receive points).
20 points:	Joint sponsorship includes the financial commitment to the project by another local government agency, who programs and budgets the project in their own TIP.
5 points:	Bonus points for including intelligent transportation system, pedestrian, bikeway, transit, and environmental components to the project.

Figure 4. MCDOT Tip Selection



TIP Programming (continued)

Projects may be accelerated as favorable conditions arise such as additional or new funding received, increased revenue, grants or partnerships; significantly altered transportation needs; emergencies; cooperation with other jurisdictions; changing land use patterns and the recreational use of adjacent parks and facilities.



PM10 project on Boise Street



MCDOT employees prior to Safety Rodeo

The TIP is based on a commitment to deliver the right transportation project at the right time and for the right cost.

Factors that might cause a project to be rescheduled or deleted from the TIP include significantly altered transportation needs; project costs exceed the benefits to the traveling public, emergencies or other developments which might alter traffic patterns; right-of-way considerations; issues surrounding agreements between principal jurisdictions, environmental or archaeological factors that influence the final design.



Aguilera Road



Funding the TIP

Funding the TIP

Maricopa County funds its TIP through several resources. The primary source is the Highway User Revenue Fund (HURF) which accounts for 87% of MCDOT's available budget. Arizona's vehicle license taxes, vehicle registration fees, and 18-cents-a-gallon tax on gasoline, are distributed to all jurisdictions based on a formula established by the State Legislature.

In addition, the County may receive funds from federal agencies, such as the Federal Highway Administration (FHWA) and the Federal Emergency Management Administration (FEMA). These typically account for less than 3% of the MCDOT budget. Other funding sources arise through partnerships with local jurisdictions, state agencies, and/or private corporations. Partnerships contribute about 25% to the MCDOT budget every year.

MCDOT must spend its funds only on transportation-related items. This includes planning, design, right-of-way acquisition, construction and administration, and the operation and maintenance of County roads. In the case of HURF funds, MCDOT must expend these monies only on highway purposes. Approximately 62% of MCDOT's budget is spent each fiscal year on new construction or significant reconstruction of roadways, bridges, and other transportation facilities. The County uses the remainder for cooperation, maintenance, and administration of the roadway system.



Federal Funds

Maricopa County is eligible to receive federal funding for the improvement of eligible County roadways and bridges. These funds usually make up less than 3% of the total funds received and are primarily used to extend local funds. The County accomplishes this by taking advantage of the small local match (usually 5.7%) required for federally funded projects.

The Maricopa Association of Governments (MAG) and the Arizona Department of Transportation (ADOT) administer the FHWA funds. FEMA funds may become available whenever roadways are damaged because of flooding or other natural disasters. The federal government allocates these FEMA funds at its discretion.

Local Funds

Considerably more than half of the TIP projects are jointly funded because of MCDOT's emphasis on agreements and partnering. The majority of the projects planned for construction in FY 2005-2009 are jointly funded with cities and towns.



**MCDOT Projected Five Year Revenues & Expenditures
Fiscal Years 2005-2009**

TIP Revenues	2005	2006	2007	2008	2009	Totals
HURF (VLT & fees included)	\$84.5	\$98.8	\$103.6	\$108.2	\$113.0	\$508.1
TIP Partner Revenue	\$21.4	\$4.3	\$6.3	\$0.6	\$0.5	\$33.1
Carryover from prior fiscal years	\$34.0	\$13.2	-\$0.7	-\$0.7	-\$0.5	\$45.4
Total Funds Available	\$139.9	\$116.2	\$109.2	\$108.1	\$113.1	\$586.6
TIP Expenditures	2005	2006	2007	2008	2009	Totals
Construction Phase	\$36.2	\$21.9	\$17.6	\$23.4	\$6.0	\$105.1
Development Phase	\$26.0	\$28.8	\$15.2	\$11.2	\$4.4	\$85.5
System Support	\$10.7	\$10.9	\$11.2	\$11.2	\$6.5	\$50.7
Project Reserve	\$5.0	\$6.0	\$16.0	\$12.5	\$45.0	\$84.5
Total TIP Costs	\$78.0	\$67.6	\$60.1	\$58.3	\$61.9	\$325.8
Operating Costs	\$48.8	\$49.3	\$49.8	\$50.3	\$50.8	\$249.0
Total Expenditures	\$126.8	\$116.9	\$109.9	\$108.4	\$112.7	\$574.8
Balance	\$13.1	(\$0.7)	(\$0.7)	(\$0.3)	\$0.4	\$11.8

Table 1. MCDOT Revenues and Expenditures (in millions)

**MCDOT Financial Highlights
Fiscal Year 2004**

Category	Budgeted	Actual
Revenues		
HURF (VLT & fees included)	\$93.5	\$94.4
TIP Partner Revenue	\$20.8	\$13.0
Miscellaneous	\$2.9	\$3.3
Total Revenues	\$117.2	\$110.7
Expenditures		
Salaries & Benefits	\$24.4	\$23.4
Materials, Supplies & Contracted Services	\$25.0	\$21.4
Equipment & Machinery	\$2.9	\$2.8
MCDOT Force Account	(\$4.0)	(\$3.8)
Total Operating Costs	\$48.3	\$43.8
Transportation Improvements Program	\$73.5	\$47.6
MCDOT Force Account	\$4.0	\$3.8
Total Capital Costs	\$77.5	\$51.4
Grants	\$0.4	\$0.2
Department Totals	\$126.2	\$95.4
Net Surplus/(Deficit)	(\$9.0)	\$15.3*

Table 2. MCDOT Financial Highlights (in millions)

*These funds are carried forward to 2005 and are included in the carryover from prior fiscal years.



Guiding the TIP

Transportation System Plan

To ensure the best investment of future County funds, MCDOT has developed an integrated series of plans and studies including the Transportation System Plan, Transportation Management Systems, Small Area Transportation studies, the Bicycle Transportation System Plan, and numerous corridor studies. These tools provide various levels of detailed guidance for implementing the MCDOT mission in specific geographic areas or under specific conditions.

The Transportation System Plan (TSP) was adopted by the Board of Supervisors in December of 1997. This is the transportation element of Maricopa County's Comprehensive Plan 2020, "Eye to the Future." It states that the transportation network should support safe and efficient movement of goods and people, be environmentally compatible with surrounding conditions, and support economic development activities.

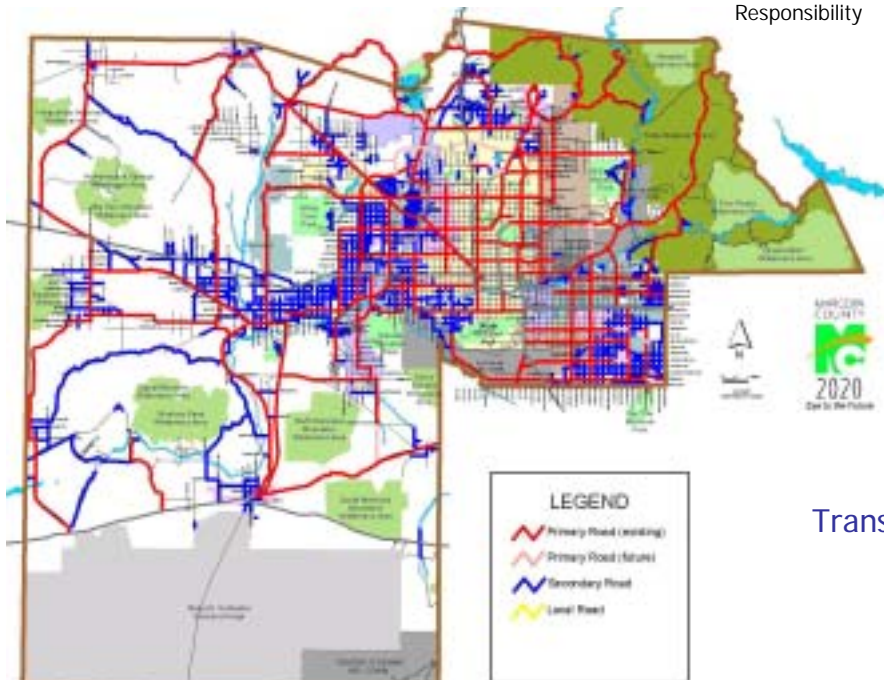
The TSP organizes all county roadways into three networks: primary, secondary, and local. Primary roads under County jurisdiction generally fall on the arterial grid and receive the highest priority for funding, maintenance, and other activities. Secondary roads are typically arterial and collector roadways under

county jurisdiction which are not included on the Primary Network. Secondary roads have a lower priority and MCDOT's participation is more limited. Local roads are the remaining roadways that provide access to residences and feed into the secondary system. On these roads, MCDOT may maintain or provide assistance for planning and design, but generally will not participate in any significant improvements.

To guide the prioritization of projects considered for the Transportation Improvement Program (TIP), the TSP uses an investment matrix, shown in Table 3, that is applied to each candidate project evaluated for the TIP. The investment matrix provides direction on investing County funds for roadway projects. MCDOT plans to begin an update to its Transportation System Plan in the fall of 2004.

Table 3. MCDOT Investment Matrix	System Priorities		
	Primary	Secondary	Local
Land Development Area			
Urban Service Area	H	M	L
Rural Development Area	H	L	L
Established Community/Existing DM	H	L	L
General Plan Development Area	M	L	L
Incorporated	L	N	N
New Development Master Plan	M	DR	DR

Priorities: H = High, M = Medium, L = Low; DR = Developer's Responsibility



Transportation System Plan

Figure 5. Transportation System Plan



Guiding the TIP (continued)

Transportation Management Systems

MCDOT uses four transportation management systems to help monitor and measure the performance of the county transportation system. The four systems include congestion, safety, roadway and bridge management. Results of these systems help MCDOT to plan and program future improvement projects. All four systems meet the planning strategy recommendations of the Federal Transportation Equity Act for the 21st Century, or TEA-21.



Congestion Management System (CMS)

MCDOT developed the CMS to provide data on the locations of present and future traffic congestion. The CMS documents how well the county's transportation system is performing. It identifies currently congested roads and possible future congested routes. The data from the CMS is used to recommend which roadways to improve and intersections to upgrade in order to better handle traffic.

An important part of the CMS is measuring how much congestion has been reduced. This allows the County to compare how well the various congestion-reducing methods are performing and to adopt the most cost-effective solutions. Staff then provides the performance measurement data to decision-makers to guide them in selecting strategies and future projects.



Safety Management System (SMS)

The SMS identifies where potential highway safety problems occur. Suggested improvements are considered and implemented where suitable and feasible. The County evaluates safety in all phases of highway planning, design, construction, maintenance and operations. Traffic engineering staff evaluates traffic accident information including the type, location, cost, and rate of crashes for all county roadway

segments and intersections. The County uses this data for developing effective highway safety strategies and selecting future TIP projects.



Roadway Management System (RMS)

The county RMS system is designed to provide the data to make informed decisions concerning which roadways should be upgraded or reconstructed. The RMS consists of data collection, inventory of existing pavement, and overall roadway features including the number of lanes, pavement widths, and surface types. The RMS also includes a condition survey that measures ride quality, surface distress, rutting, and surface friction. This data is used to analyze and summarize pavement conditions and evaluate the overall functional efficiency of the roadway. The RMS is used to select and recommend cost-effective pavement construction, rehabilitation, and maintenance strategies. The MCDOT Construction and Operations Division uses the data for planning its annual pavement maintenance program. The MCDOT Planning Division also uses the RMS to evaluate current and future projects for the TIP.



Bridge Management System (BMS)

The Bridge Management System provides the process to evaluate bridges and structures within the MCDOT inventory. Using the BMS, MCDOT can identify alternative projects, predict costs, and perform short and long-term budgeting. The County can also recommend bridge rehabilitation and replacement projects consistent with MCDOT's policy and budget limits.



Small Area Transportation Studies

As part of the comprehensive planning process, four regional transportation studies have been completed. These studies identify short, medium and long-range transportation needs. They also recommend transit, bicycle and other alternative mode needs. The Maricopa Association of Governments (MAG) began development of three area plans of their own in FY 2002. These studies were completed in 2004 and were the basis for the completion of the Regional Transportation Plan that MAG finished in 2003. MCDOT plans to begin an update to its Transportation System Plan in the fall of 2004. The information completed for this update will take the place of the four area studies.

The current four small area transportation studies are:



Southwest Valley Transportation Study

The Board of Supervisors adopted this study in July 1997. The study boundaries include parts of Avondale, Buckeye, Goodyear, Litchfield Park, Tolleson, and unincorporated areas of Maricopa County.



Northeast Valley Transportation Study

This study was adopted by the BOS in November 1996. The study produced a transportation plan for unincorporated Maricopa County north of the Carefree Highway east of Lake Pleasant to the Tonto National Forest. It includes the Anthem and Tramonto Master Planned communities along with the New River and Desert Hills unincorporated communities.



Northwest Valley Transportation Study

This study was completed in the summer of 2000. It included participation from Surprise, Glendale, Phoenix, Peoria, Youngtown, El Mirage, Goodyear, Litchfield Park, Maricopa County, the Sun Cities, and Luke Air Force Base. It ranged from 67th Avenue on the east to Rooks Road alignment on the west and roughly, Camelback Road on the south to the County line on the north.



Williams Area Transportation Plan

The BOS adopted this plan covering the southeast corner of the County in March 1997. Study participants included Mesa, Queen Creek, Gilbert, Chandler, and Maricopa County. It was done in cooperation with Williams Gateway Airport staff.

A detailed map showing the boundaries of these studies can be found in Figure 5 on the following page.



Small Area Transportation Studies

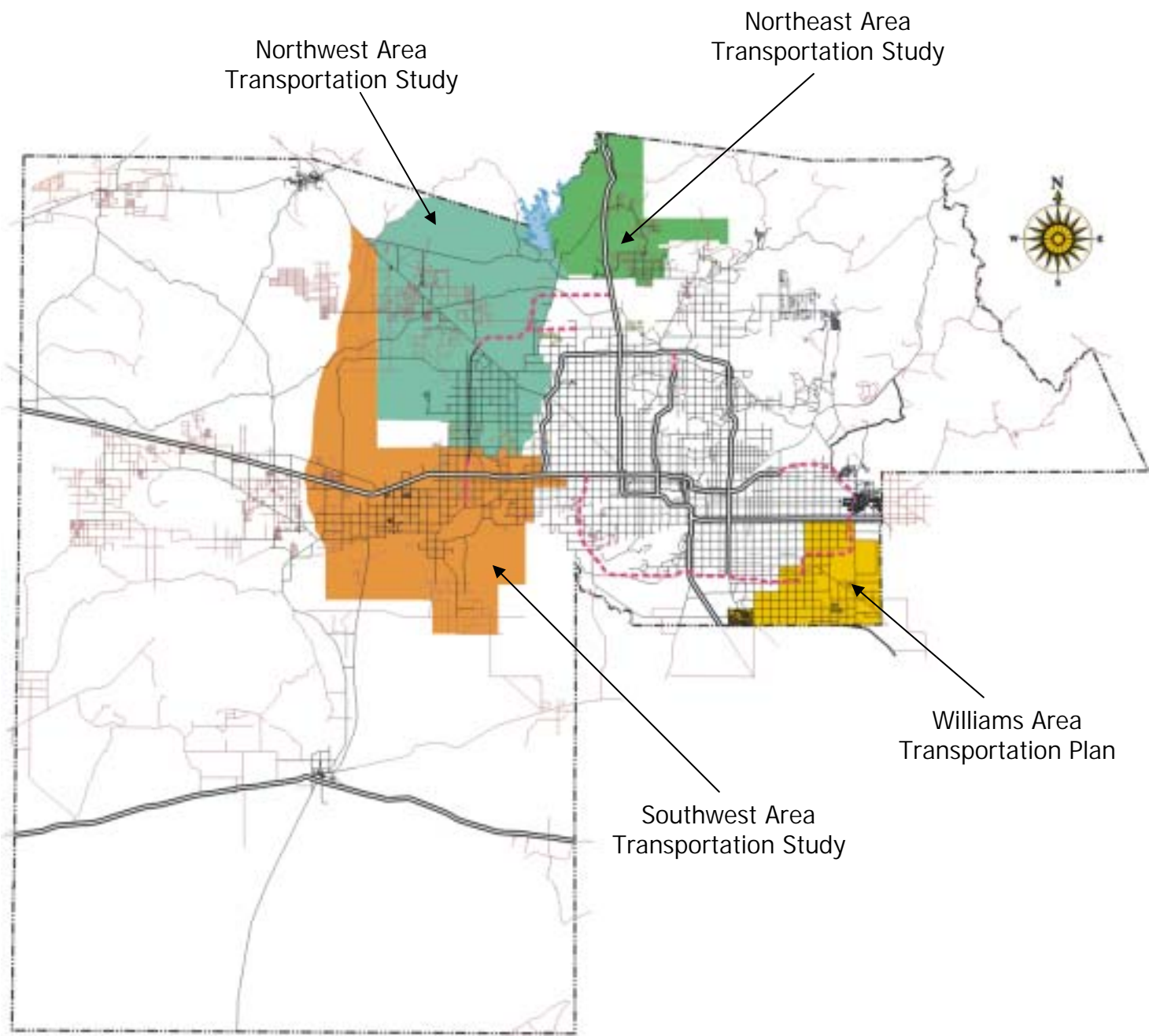


Figure 6. Small Area Transportation Studies Map



Corridor Studies

A corridor study is typically conducted on County Primary System roadways that are anticipated to have significant future issues with respect to congestion, access control, road alignment, rapidly developing land uses or safety. Corridors are usually seven to ten miles long. Each study evaluates several alternatives to solve the identified issues and has an extensive public involvement program. Completed corridor studies provide a scope, schedule, budget and recommended

construction phasing for the roadway. Each Corridor Study is periodically updated in order to keep it current with its adjacent land development and future traffic volumes.

Corridor studies will be completed for all Primary System roads in unincorporated Maricopa County along with other important regional corridors. The schedule for completion will vary depending on several factors and there may be more than one study for a single route. Completed corridor studies include:

1. 99th Avenue from I-10 to Glendale Avenue
2. Carefree Highway from Lake Pleasant Road to Cave Creek Road
3. Ellsworth Road from Hunt Highway (County Line) to Warner Road
4. Loop 303 from MC 85 north and east to Lake Pleasant Road
5. Avondale Boulevard from Gila River to MC 85
6. MC 85 from SR85 to 75th Avenue
7. Dysart Road from Northern Avenue to Greenway Road
8. Riggs Road from I-10 east to Meridian Road
9. I-17 Parallel Access
10. Jackrabbit Trail/Tuthill Road from Germann Road to Indian School Road
11. Lake Pleasant Road from Williams Road to Carefree Highway
12. Power Road from Riggs Road to Guadalupe Road
13. Gilbert Road from Hunt Highway to Williams Field Road
14. Queen Creek Road from Gilbert Road to Power Road
15. Loop 303 Location Study
16. Olive Avenue from White Tanks Park Entrance to Dysart Road
17. McDowell Road from Sun Valley Parkway to Jackrabbit Trail
18. Loop 303 Southern Extension Location Study, from Riggs Road to MC 85

Figure 7. Completed Corridor Studies

Corridor and related studies that are ongoing or will begin in fiscal year 2005:

1. Meridian Road from Hunt Highway to US-60
2. Ocotillo Road from Alma School Road to Power Road
3. MC-85 Corridor Study from 75th Avenue to Turner Road
4. Sun Valley Parkway Corridor Study
5. El Mirage Road Corridor Study from Northern Avenue to Bell Road

Figure 8. Corridor and Related Studies Ongoing or Beginning in FY 2005



Bicycle Transportation System Plan

The Bicycle Transportation System Plan serves as an implementation element of the Transportation System Plan and Comprehensive Plan. It is intended to clearly define County bicycle policy and provide recommendations for the future. In addition to recommending bicycle transportation policies and identifying the benefit/cost of bicycle facilities, the Bicycle Plan identifies a County-wide bike network. An important element of the bike network is the planned integration of bike routes between the County and neighboring jurisdictions. The ultimate bicycle network for Maricopa County includes all streets functioning as an arterial or lesser classification.



Organizational Change Policies

MCDOT shall institute a multi-modal review process during project planning and design, as well as during review of subdivision and development proposals, to ensure proper inclusion of bicycle, pedestrian and transit needs. Partners, contractors and customers of MCDOT are to be informed of the position of the County towards bicycle transportation and encouraged to follow the same standards and principles when working in the County.

The Bicycle Transportation System Plan recommends the following policies:



General Bicycle Policy

Maricopa County recognizes bicycling as a viable transportation mode and actively works toward consistently and prudently improving the transportation network to increase access to the system for bicyclists. The plan establishes objectives for implementation.



Facility Commitment Policy

MCDOT shall include bicycle facilities on all County roadways as described in the Roadway Design Manual and the Pavement Marking Manual. Bicycle projects not directly combined with a larger roadway project shall be evaluated separately during the Transportation Improvement Program process.



Environmental Planning

All MCDOT planning projects and Transportation Improvement Program projects are evaluated for social, economic, and environmental impacts that may result from the construction and operation of a potential capital improvement project. MCDOT projects occurring on or adjacent to federally owned land, or constructed using federal funds or grant monies, follow the formal National Environmental Policy Act (NEPA) process in accordance with the Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) guidelines. Environmental clearances are conducted concurrently with design concept reports (DCRs).

Environmental review and documentation is an integral part of the transportation planning process and the engineering design phase. Transportation corridor studies and candidate assessment reports (CARs) include environmental overviews to identify environmental issues and concerns prior to projects being placed in the TIP. Early in the design process, programmed projects are analyzed for environmental effects in accordance with local, state and federal regulations. Environmental impacts are identified, evaluated and mitigated accordingly.

Environmental clearances incorporate federal and state laws, statutes, and regulations, as appropriate. The environmental analysis process focuses on the avoidance, minimization, and mitigation of adverse effects on the natural and human environment.



Saguaro being relocated in accordance with the Arizona Native Plant Law.



Cultural Resources Management and Historical Preservation

Prior to project construction, MCDOT conducts historic preservation activities for each TIP project. Depending upon the nature and location of the proposed project, our professional evaluations may include the following types of activities:

- Archival research
- Archaeological survey and site documentation
- Traditional cultural property evaluations
- Historic building surveys
- Historic engineering records reviews
- Site avoidance planning
- Archaeological test excavations to determine site significance
- Site mitigation excavations
- Repatriation of human remains and sacred objects
- Anthropological and ethnographic studies



Archaeological excavation.

Consultation with the Native American tribes and outreach with the public are important activities of the historic preservation planning process. Our standards for the confidentiality of records and consultation activities are in accordance with the current standards of anthropological and archaeological practice, and state and federal laws (Arizona Antiquities Act and the State Historic Preservation Act).



Historic site.



2004 Maintenance and Operations Highlights

The purpose of the Roadway Maintenance Program is to provide roadway upkeep and traffic flow management to the traveling public so that they can have safe trips on smooth, cost effective roads. Key results of our success are measured by the percentage of arterial road mileage with pavement condition rating of "good" or better.

MCDOT splits its maintenance expenditures into five major categories: surface treatments, routine maintenance, general maintenance, major repairs and traffic operations. These categories account for over \$28 million annually.

Surface Treatments

Surface treatments account for \$8.2 million of this year's budget. Treatments include chip sealing (275 lane miles),

compacted at high temperatures. This preventative measure is required for deteriorated roads and improves the functional condition of the pavement.

Routine Maintenance

The purpose of the Roadway Maintenance activity is to provide upkeep of roadways in primarily unincorporated areas of the County for the traveling public so they can have safe trips on smooth, cost-effective roads. Routine maintenance accounted for \$5.7 million of this year's budget. Routine maintenance includes grading dirt roads (604 miles approximately 6 times per year) and shoulders of paved roadways (1075 miles 3 times per year). It also includes sweeping the paved arterials (71 miles) every 3 weeks and local roads (567 miles) every 8 weeks, as well as functions such as filling surface cracks and potholes.

General Highway Maintenance

General highway maintenance accounts for \$1.9 million dedicated to financing such activities as the Adopt-A-Highway program, mowing, trash and weed pickup, ditch and channel maintenance, median maintenance, graffiti cleanup, and curb and gutter maintenance.

Major Repairs

Major repairs was budgeted at \$6.5 million. Major repairs include roadway rehabilitation, regrading and plating (resurfacing) a dirt road with an aggregate base, bridge repairs, guardrail retrofits, and valley gutters construction.

Traffic Operations

Traffic operations account for nearly \$5.7 million of the maintenance and operations budget. Traffic operations include re-striping the roads, maintaining and installing traffic signs and signals, and providing work zone traffic control during maintenance and construction work.

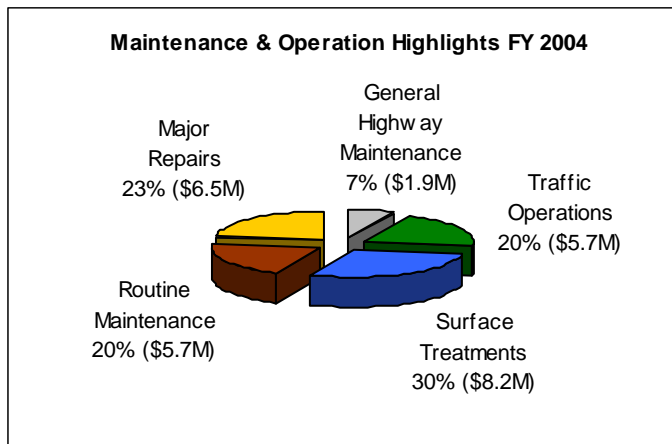


Figure 9. Maintenance and Operation Highlights FY 2004

preservative sealing (100 lane miles), slurry sealing (80 lane miles) and asphalt rubber overlay (14 lane miles). Surface treatments extend the useful life of pavement and help avoid expensive roadway reconstruction. Chip sealing is a sprayed application of asphalt binder immediately covered by a layer of one-sized aggregates. The chip seal provides a new wearing surface. Slurry sealing involves applying a mixture of asphalt, sand, mineral filler and water onto the roadway. Asphalt rubber overlay blends asphalt, rubber cement and aggregate together. Both are laid and





MCDOT Trivia

1. How many miles of paved roads are in the Maricopa County roadway system?

- a. 3,245 miles
- b. 12 miles
- c. 2,053 miles
- d. 10,808,160 miles



2. How many miles of dirt and dirt plated roads in the Maricopa County roadway system?

- a. 829 miles
- b. 576 miles
- c. 3,426,720 miles
- d. 126 miles



3. How many major river bridges are in the Maricopa County roadway system?

- a. 26 bridges
- b. 57 bridges
- c. 238 bridges
- d. 2 bridges

4. How many minor bridge structures are in the Maricopa County roadway system?

- a. 74 structures
- b. 73 structures
- c. 454 structures
- d. 257 structures

5. How many miles of roadway does Maricopa County restripe every year?

- a. 216 miles
- b. 1,364 miles
- c. 823 miles
- d. 1,121 miles



6. How many signalized intersections does Maricopa County maintain?

- a. 118
- b. 248
- c. 95
- d. 125



7. How many total signs and/or object markers does Maricopa County post?

- a. 40,000
- b. 52,000
- c. 85,000
- d. 36,000

Answers: 1. (c) 2. (b) 3. (a) 4. (d) 5. (b) 6. (a) 7. (c) Maricopa County maintains 40,000 signs and 45,000 object markers.



Implementing the TIP

Projects included in the Transportation Improvements Program (TIP) have been reviewed by MCDOT staff, recommended by the Transportation Advisory Board (TAB) and approved by the Board of Supervisors (BOS). When each project is approved, and included in the MCDOT budget it is assigned to a team headed by an experienced project manager. Team composition varies with the project's scope and complexity. The project manager is responsible for the project from the initial development phase through final construction.

All intergovernmental agreements must be completed before a project can be recommended to the BOS for construction.

The Development Phase includes a preliminary design in the form of a Design Concept Report (DCR) and then a final design. The Construction Phase involves right-of-way acquisition, utility relocation, and actual construction. Once construction begins, the project manager shares the responsibility for the project with the MCDOT Operations and Construction Division. Each team member is responsible for completing assigned tasks on schedule and within budget.

The DCR, final design and all intergovernmental agreements must be completed before a project can be recommended to the BOS for construction. Affected utility companies, adjoining municipalities, and all project partners are provided copies of the preliminary plans for review and comment. Partnering agreements are normally finalized during the DCR stage of the project. When the DCR is completed, it is evaluated and ranked against all other DCRs for consideration to continue to design. The ranking system is used as a guide in recommending the best projects to the TAB and BOS for inclusion in the TIP. A public involvement plan ensures that input from County citizens is obtained and considered as part of the DCR and design process.

Usually a project is designed only after a DCR is completed. Occasionally a project will be designed but not immediately scheduled for construction. This creates a shelf project that can later be scheduled for construction to take advantage of increased revenues or schedule slippage by other projects. However, in most cases the project will be considered for construction as the design plan nears completion.

When the final design is completed, the Public Works Land and Right-of-Way Division begins to acquire the needed land from neighboring property owners. Obtaining right-of-way is a vital step in the construction process, since MCDOT can only build on property it owns or has legal access to through easements. The Public Works Land and Right-of-Way Division handles all appraisals, real property title services, relocations and negotiations with property owners and courts. As the final project details are worked out, the public is again involved, usually at a local public meeting.

Public involvement plans ensure that input from county citizens is obtained and considered.

When the final plans and specifications are completed, construction bids are solicited from potential contractors. The procurement process requires MCDOT to use an open and competitive bidding process to award projects. In most circumstances the County must accept the lowest, most responsible bidder.

Maricopa County personnel provide construction quality control inspections of all materials and processes to ensure the project is constructed to the contract specifications. Upon completion of the project, a one-year warranty period begins to ensure the completed project was built as intended and will withstand the Arizona environment.





PROJECTS COMPLETED IN FY 2004

- 107th Avenue: Williams Drive to Happy Valley Parkway
- AzTech SMART Corridors, Group 1
- AzTech SMART Corridors, Group 2
- Beardsley Road at 99th Avenue
- Carefree Highway: 7th Avenue to Cave Creek Road
- Carefree Highway at 56th Street
- Indian School Road Traffic Signal at Santa Fe Trail
- Loop 303, Phase II B: El Mirage Road to Lake Pleasant
- Loop 303 Intersections at Northern Avenue, Olive Avenue & Indian School Road
- MC 85: Bridge at Agua Fria, River Pier Repair, Phase 1
- MC 85: Agua Fria Bridge Scour Protection, Phase 2
- McDowell Road: Pima Freeway to Alma School Road
- PM₁₀ Roads, Phase 2 (Group 1)
- PM₁₀ Roads, Phase 2 (Group 2)
- PM₁₀ Roads, Phase 2 (Group 3)
- PM₁₀ Roads, Phase 3 in SE Area
- PM₁₀ Roads, Phase 3 in SW Area
- Queen Creek Road: Culvert at Eastern Canal
- Riggs Road: I-10 to Price Road
- Rittenhouse Road at Power Road
- Signal Modernization, Phase 2 (25 locations)
- Tuthill Bridge at Gila River, Scour Monitoring
- Union Hills Drive at 107th Avenue

Figure 9. Projects Completed in FY 2004

Last year MCDOT planned to complete 15 projects with a construction value of \$20.5 million. We completed a total of 23 projects with a construction value of \$29 million. Three of these project had been delayed from the previous fiscal year, two were advanced and one was added during the year. Only one dust mitigation project that was planned for completion last year was delayed.

The completed projects included three major road improvements, extending Loop 303 to Lake Pleasant Road; widening McDowell Road from the Pima Freeway to Alma School Road; and widening Riggs Road from I-10 to Price Road.

Five dust mitigation projects paved 18 miles of dirt road to help improve air quality. Major repairs were made to the bridge over the Agua Fria River at MC 85 and adding

traffic signals and turning lanes improved five intersections.

Three intelligent transportation system projects upgraded 25 sets of intersection signal equipment and added traffic control equipment on "SMART Corridors." The culvert over the Eastern Canal at Queen Creek Road was replaced and scour monitoring detectors were installed on the bridge over the Gila River at Tuthill Road.



107TH AVENUE

Williams Drive to Happy Valley Parkway

Work Order #68932 (T071)

Map Reference:



This project constructed a two-lane roadway from Williams Drive to Loop 303. This project was bid as a combined project with Loop 303, Phase II B, El Mirage Road to Lake Pleasant Road.

Design Consultant
Gannett-Fleming

Contractor
Edward Kraemer & Sons

Construction Manager
AMEC Infrastructure

Contract Price
\$1,387,239

Construction Start Date
02/03/2003

Length
21.77 miles

Project Completed



AZTech™ SMART CORRIDORS

Work Order #68989 (T019)

Project Completed

This project constructed Intelligent Transportation System "SMART Instrumentation" for ten arterial corridors. The project involved designing and constructing vehicle detection systems, close circuit TV, variable message signs and communications.

Arterial Corridors:

1. 59th Avenue: I-10 to Loop 101 (North)
2. McClintock/Hayden Road: Loop 202 (South) to Loop 101 (East)
3. State Route 87: Loop 202 (South) to Shea Boulevard
4. Gilbert Road: Loop 202 (South) to State Route 87
5. Chandler Boulevard: Ray Road to Loop 202 (East)
6. Thunderbird/Cactus Road: Loop 101 (West) to Loop 101 (East)
7. Indian School Road: Loop 101 (West) to Loop 101 (East)
8. University Drive: I-10 to Loop 202 (East)
9. Shea Boulevard: State Route 51 to State Route 87
10. Broadway Road: Central Avenue to Val Vista Drive



AZTech™ SMART CORRIDORS continued

Project Completed

Design Consultant
BRW

Contractor
C.S. Construction

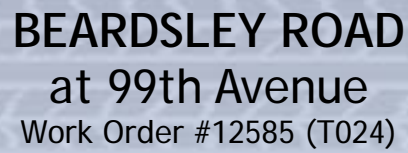
Construction Manager
MCDOT

Contract Price
\$2,158,945

Construction Start Date
07/28/2003

Coverage
54% of Roads of
Regional Significance

This project was bid in two phases, but completed by jurisdiction. All ten corridors are included in the AZTech™ Smart Corridors project.



Project Completed

Length
Not Applicable

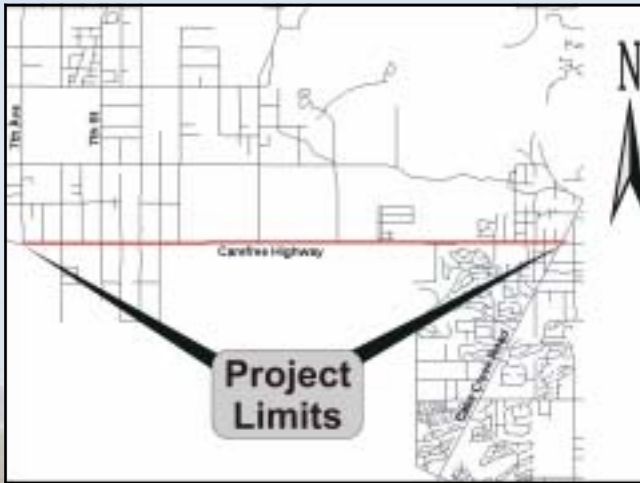


CAREFREE HIGHWAY

7th Avenue to Cave Creek Road

Work Order #69066 (T150)

Map Reference: NE-39



This project repaired failing pavement to increase safety for the traveling public and area residents.

Design Consultant
MCDOT

Contractor
FNF Construction

Construction Manager
MCDOT

Contract Price
\$2,235,639

Construction Start Date
05/17/2004

Length
6.90 miles



CAREFREE HIGHWAY at 56th Street Work Order #12562 (T022)

Map Reference: NE-40

Design Consultant
HDR

Contractor
C.S. Construction

Construction Manager
MCDOT

Contract Price
\$158,631

Construction Start Date
01/13/2003

Length
n/a



This project installed a traffic signal at the intersection.

Project Completed





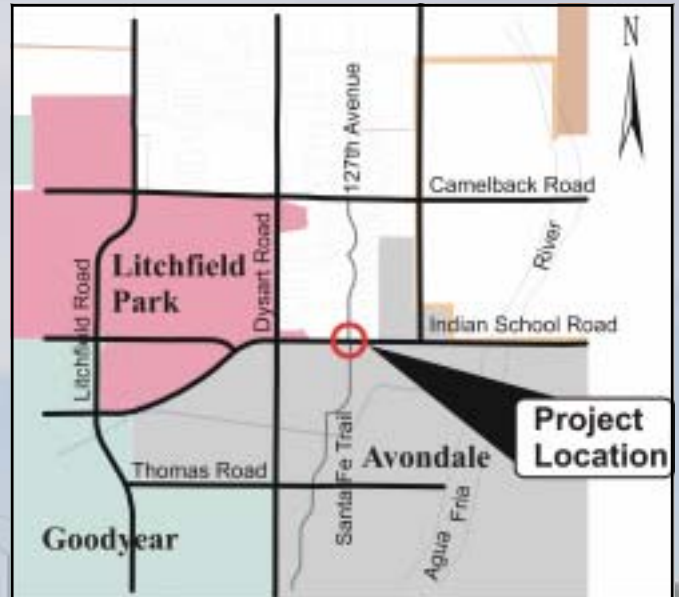
INDIAN SCHOOL ROAD TRAFFIC SIGNAL

at Santa Fe Trail

Work Order #12598 (T149)

Map Reference: NW-42

This project installed a traffic signal at the intersection.



Design Consultant
MCDOT

Contractor
C.S. Construction

Construction Manager
MCDOT

Contract Price
\$120,327

Construction Start Date
03/15/2004

Length
localized improvements

Project Completed



Loop 303

Phase II B, El Mirage Road to Lake Pleasant Road

Work Order #68840 (T058)

Map Reference: NW-41



This project constructed a new four-lane arterial road from El Mirage Road to Lake Pleasant Road.

Project Completed

Design Consultant
HDR

Contractor
Edward Kraemer & Sons

Construction Manager
AMEC Infrastructure

Contract Price
\$11,931,010

Construction Start Date
02/03/2003

Length
3.65 miles

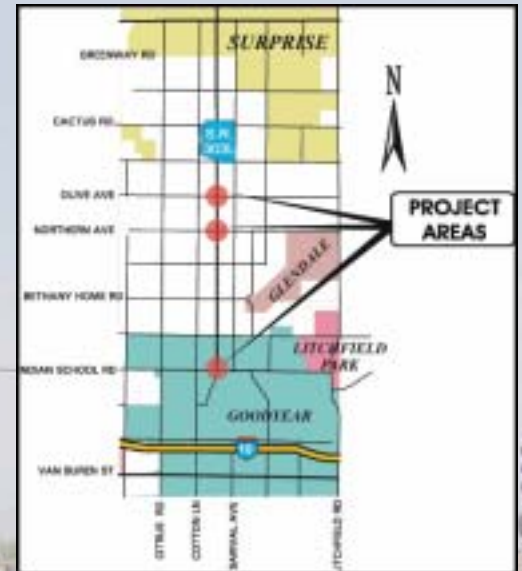


LOOP 303 INTERSECTIONS at Northern Avenue, Olive Avenue & Indian School Road

Work Order #69030 (T115)

Map Reference: NW-43

These projects added eastbound and westbound turn lanes on Northern and Olive, and added flashers on Loop 303 northbound and southbound approaches to both intersections.



Project Completed

Design Consultant
Michael Baker

Contractor
Combs Construction

Construction Manager
MCDOT

Contract Price
\$682,630

Construction Start Date
01/05/2004

Length
localized improvements



MC 85

Bridge at Agua Fria River Pier Repair, Phase 1

Work Order #68933 (T072)

Project Completed

Map Reference: SW-44



This project repaired cracked pier caps and provided additional structural support of the existing bridge.

Design Consultant
MCDOT

Contractor
J. Banicki Construction

Construction Manager
MCDOT

Contract Price
\$1,838,564

Construction Start Date
08/26/2003

Length
n/a



MC 85

Agua Fria Bridge Scour Protection, Phase 2

Work Order #68933 (T072)

Map Reference: SW-45

This project provided scour protection of the existing bridge to prevent damage during severe flooding.



Project Completed

Design Consultant
AZTEC

Contractor
Stronghold

Construction Manager
MCDOT

Contract Price
\$1,389,217.50

Construction Start Date
01/26/2004

Length
n/a

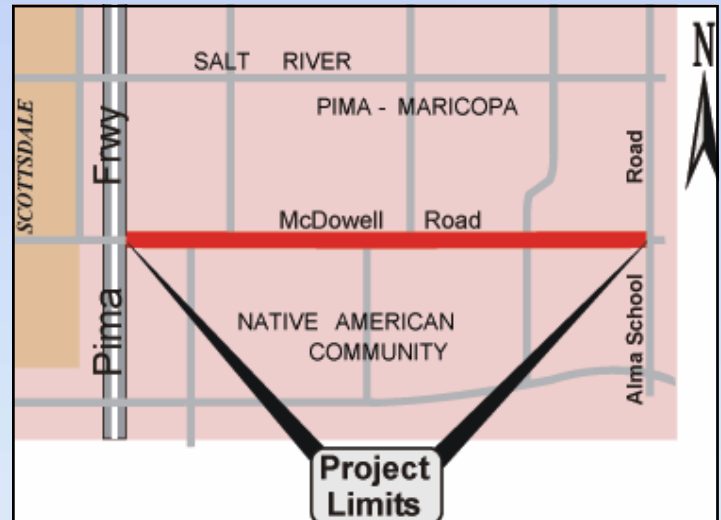


MCDOWELL ROAD

Pima Freeway to Alma School Road

Work Order #68897 (T061)

Map Reference: NE-46



This project reconstructed McDowell Road from four to six lanes with a raised median. As part of this project the Salt River Pima Maricopa Indian Community installed a sanitary sewer.

Project Completed

Design Consultant
Boyle

Contractor
Haydon Building Company

Construction Manager
CEI

Contract Price
\$4,840,737

Construction Start Date
06/03/2003

Length
2 miles



PM₁₀ ROADS, PHASE 2

Group 1

Work Order #16209 (T033)

Map Reference: see below



1



2



3



4



5

The purpose of this program is to comply with federal regulations mandating the reduction of dust on dirt roads within the PM₁₀ area.

Design Consultant
A N West

Contractor
Cactus Transport

Construction Manager
A N West

Contract Price
\$841,275

Construction Start Date
09/08/2003

Length
3.5 miles

This project paved the following road sections:

1. 193rd Avenue: Norwich Drive to Belinda Lane (0.25 mile)
2. Crozier Road: CAP Canal to Patton Road (1.0 mile)
3. Norwich Drive: 195th Avenue to 193rd Avenue (0.28 mil)
4. Dixileta Drive: End of Maintenance to Sarival Avenue (1.0 mil)
5. Dove Valley Road: 227th Avenue to 223rd Avenue (1.0 mile)



PM₁₀ ROADS, PHASE 2

Group 2

Work Order #16210 (T034)

Map Reference: see below



1



2



3

Project Completed

The purpose of this program is to comply with federal regulations mandating the reduction of dust on dirt roads within the PM₁₀ area.

This project paved the following road sections:

1. Mariposa Grande: 89th Avenue to 87th Avenue (0.25 miles)
2. Calle Lejos: 93rd Avenue to 83rd Avenue (1.25 miles)
3. Villa Lindo: 93rd Avenue to 91st Avenue (0.25 miles)

Design Consultant

Inca

Contractor

Haydon Building Corporation

Construction Manager

Smith

Contract Price

\$249,897

Construction Start Date

11/17/2003

Length

not applicable



PM₁₀ ROADS, PHASE 2 NE Area (Group 3) Work Order #16207 (T031)

Map Reference: see below



1



2



3



4



5

The purpose of this program is to comply with federal regulations mandating the reduction of dust on dirt roads within the PM₁₀ area.

Design Consultant
Entranco

Contractor
Haydon Building Corporation

Construction Manager
Entranco

Contract Price
\$413,293

Construction Start Date
07/21/2003

Length
not applicable

This project paved the following road sections:

1. Pinnacle Vista Drive: 44th Street to 46th Street (0.25 miles)
2. Ashler Hills Drive: 40th Street to 44th Street (0.50 miles)
3. Dale Lane: 64th Street to 68th Street (0.50 miles)
4. 53rd Street: Dynamite Boulevard to Skinner Drive alignment (0.62 miles)
5. Forest Pleasant Place: 40th Street to Cave Creek Road (0.91 miles)

Project Completed



PM₁₀ ROADS, PHASE 3 in SE Area

Work Order #16214 (T037)

Map Reference: see below



2



3



4



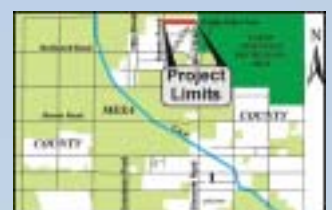
1



5



6



7



8



9



10

The purpose of this program is to comply with federal regulations mandating the reduction of dust on dirt roads within the PM₁₀ area.

Design Consultant
Stantec

Contractor
Carson Construction, Inc.

This project paved the following road sections:

1. Culver Street: 76th Street to Waterbury Road (1.245 miles)
2. Jensen Street: Crismon Road to Signal Butte (0.989 miles)
3. Hermosa Vista Drive: 76th Street to 78th Street (0.249 miles)
4. 95th Street (Wonderway): Balsam Avenue to Apache Trail (0.225 miles)
5. 77th Place: McKellips Road to Hermosa Vista Drive (0.489 miles)
6. Quarterline Road: 106th Street to Signal Butte (0.256 miles)
7. Range Rider Trail: Hawes Road to 92nd Street (0.939 miles)
8. 82nd Street: Boise Street to University Drive (0.237 miles)
9. Melody Drive: 172nd Street to Recker Road (0.492 miles)
10. 78th Street: Hermosa Vista Drive to McDowell Road (0.507 miles)

Construction Manager
Stantec

Contract Price
\$889,894

Construction Start Date
10/27/2003

Length
not applicable

Project Completed



PM₁₀ ROADS, PHASE 3 in SW Area

Work Order #16215 (T038)

Map Reference: see below



1



2



3

Project Completed

The purpose of this program is to comply with federal regulations mandating the reduction of dust on dirt roads within the PM₁₀ area.

Design Consultant
Kirkham-Michael

Contractor
Haydon Building Corporation

Construction Manager
Kirkam-Michael

Contract Price
\$236,088

Construction Start Date
12/01/2003

Length
Not Applicable

This project paved the following road sections:

1. Acoma Road: 75th Avenue to 73rd Avenue (0.252 miles)
2. 87th Avenue: Williams Road to Calle Lejos (0.754 miles)
3. Daley Lane: 89th Avenue to 83rd Avenue (0.748 miles)



QUEEN CREEK ROAD

Culvert at Eastern Canal

Work Order #68962 (T085)

Project Completed

This project replaced the existing inadequate pipe with a wider box culvert to allow future widening of the road and to increase the water flow capacity of the Roosevelt Water Conservation District Canal (Eastern Canal).

Design Consultant
MCDOT

Contractor
Haydon Building Corporation

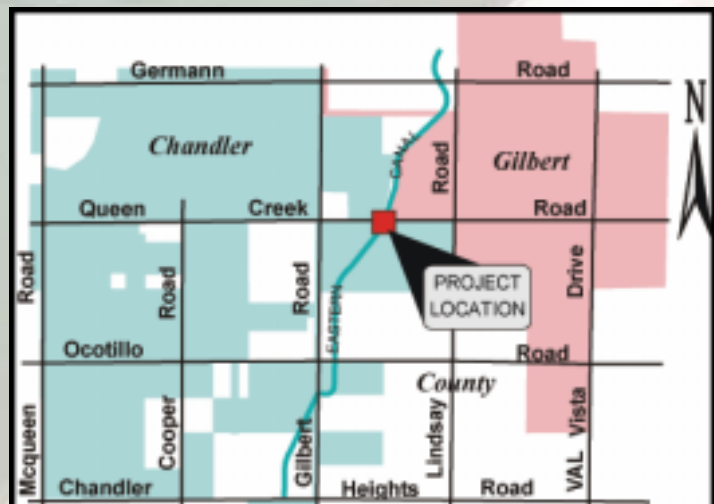
Construction Manager
MCDOT

Contract Price
\$446,216

Construction Start Date
12/01/2003

Length
Not applicable

Map Reference: SE-52





RIGGS ROAD I-10 to Price Road Work Order #68450 (T053)

Map Reference: SE-53



The existing two-lane road was reconstructed and widened to provide five lanes (two travel lanes in each direction plus a continuous center left-turn lane). Other improvements include curb/gutter, concrete driveway entrances, storm drain system, retention basins, drywells, hydro seeding, and detection loop for an ADOT traffic signal. In addition, the new pavement structure includes a cement-treated aggregate base layer (due to expansive soil conditions) and a rubberized asphaltic concrete finish course (to reduce traffic noise and reflective cracking).

Design Consultant

MCDOT & Hubbard Engineering

Contractor

J. Banicki Construction, Inc.

Construction Manager

MCDOT

Contract Price

\$1,714,322.50

Construction Start Date

03/01/2004

Length

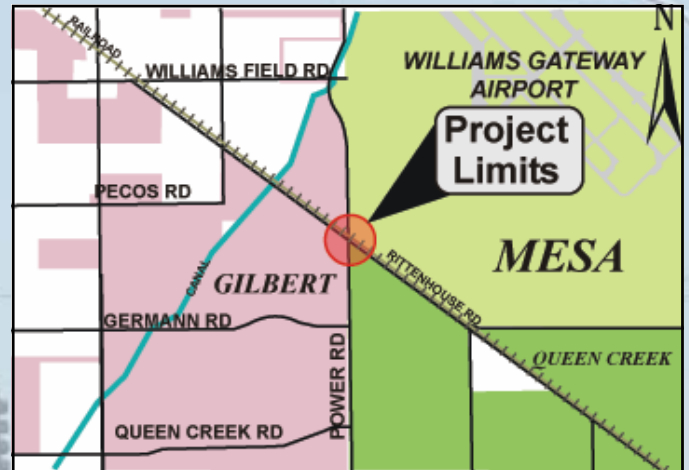
1.4 miles



RITTENHOUSE ROAD at Power Road

Work Order #12578 (T023)

Map Reference: SE-54



This project added left-turn lanes and a temporary signal to the intersection.

Project Completed

Design Consultant
MCDOT

Contractor
TransTech Electric

Construction Manager
MCDOT

Contract Price
\$127,664

Construction Start Date
09/03/2003

Length
localized improvements

SIGNAL MODERNIZATION

Phase 2 (25 locations)

Work Order #69033 (T020)



Project Completed

Design Consultant

MCDOT

Contractor

Arizona Traffic Signals

Construction Manager

MCDOT

Contract Price

\$177,521

Construction Start Date

03/10/2003

Length

Not applicable

25 Signalized Locations:

1. Bell Road at Lindgren Avenue
2. Bell Road at 98th Avenue
3. Bell Road at 99th Avenue
4. Bell Road at Boswell Boulevard
5. Bell Road at Del Webb Boulevard
6. 99th Avenue at Hutton Drive
7. 99th Avenue at Burns Drive
8. 99th Avenue at Greenway Road
9. 99th Avenue at Boswell Boulevard
10. 99th Avenue at Thunderbird Boulevard
11. Riggs Road at Sun Lakes Boulevard
12. Riggs Road at Glenburn drive
13. Riggs Road at Dobson Road
14. Riggs Road at E.J. Robson Boulevard
15. Riggs Road at Alma School Road
16. Indian School Road at 99th Avenue
17. Indian School Road at 103rd Avenue
18. Indian School Road at 107th Avenue
19. Indian School Road at 111th Avenue
20. MC 85 at 75th Avenue
21. MC 85 at 83rd Avenue
22. MC 85 at 91st Avenue
23. MC 85 at 99th Avenue
24. MC 85 at 107th Avenue
25. MC 85 at 115th Avenue

This project upgraded the software and hardware on county traffic signals to ensure more efficient flows of traffic and to reduce travel costs. The upgraded hardware allows signal timing changes to be made from the MCDOT Traffic Management Center rather than on-site manual adjustments. This allows for real-time traffic management.

TUTHILL BRIDGE at GILA RIVER

Scour Monitoring

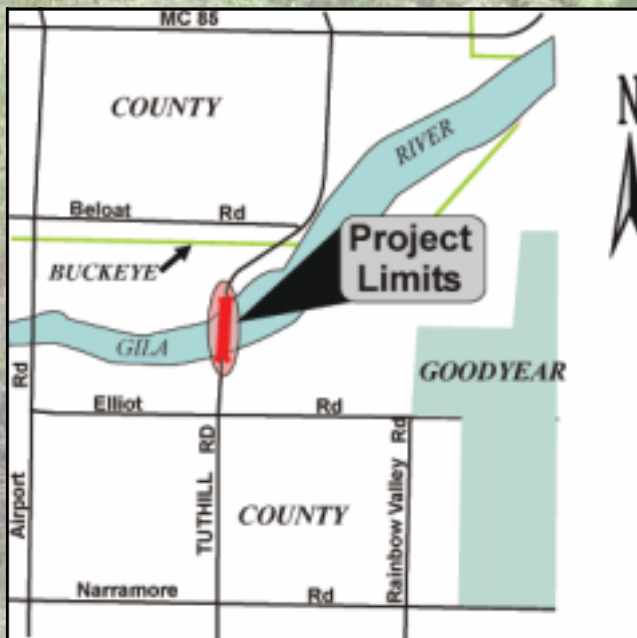
Work Order #68938 (T074)



Project Completed

Scour monitoring sensors were installed. Scour monitoring is designed to give an early warning of imminent danger of bridge collapse during a flood. This system is installed to save lives should an extreme flood occur in the Gila River before the scour protection is constructed.

Map Reference: SW-56



Design Consultant
MCDOT

Contractor
Klondyke, Inc.

Construction Manager
MCDOT

Contract Price
\$160,700

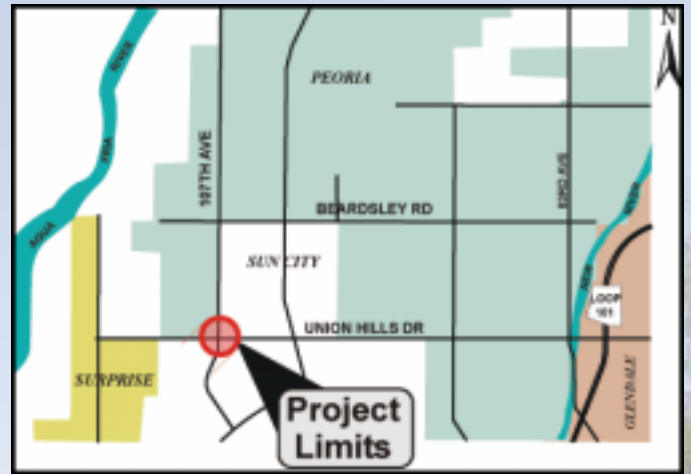
Construction Start Date
11/06/2003

Length
Not applicable



UNION HILLS DRIVE at 107th Avenue Work Order #30910 (T049)

Map Reference: NW-57



This project signalized the intersection and constructed drainage facilities at the southwest corner to alleviate flooding.

Project Completed

Design Consultant
Kimley-Horn

Contractor
Combs Construction

Construction Manager
MCDOT

Contract Price
\$251,060

Construction Start Date
07/07/2003

Length
localized improvements

TIP Projects Rescheduled During Fiscal Year 2004

Page	Work Order	Project Name	Project Limits	Rescheduled To/From	Reason
67	#68986	75th Avenue	MC 85 to Van Buren Street	2006 / 2006	Changed from MCDOT lead to City of Phoenix lead
69	#68961	87th Avenue Channel	Williams Drive to Deer Valley Drive	2005 / 2006	No design activity, need IGA
75	#69041	Bell Road	at RH Johnson Boulevard	2005 / 2006	To develop an IGA with the City of Surprise
74	#12590	Bell Road	Grand Avenue to Loop 101	2004 / 2005	Delayed design due to agency reorganization
80	#68975	Chandler Heights Road Box Culvert	at Eastern Canal	2006 / 2005	Project ready
83	#69049	Deer Valley Road	91st Avenue to 83rd Avenue	2004 / 2005	No design activity, need IGA
88	#68927	Ellsworth Road	Germann Road to Elliot Road	2004 / 2005	Re-design as result of partner input
89	#68902	Ellsworth Road	University Drive to McLellan Road	2004 / 2005	Re-scope from 6 lanes to 4 lanes
92	#68957	Gilbert Road	McDowell Road to SR 87, with low water crossing	2004 / 2005	Right-of-way acquisition issues
59	#69036	Laveen Area Conveyance Channel	at 51st Avenue	2004 / 2005	Deferred final payment payable at completion per IGA
128	#16216	PM ₁₀	Box Bar Road & Needle Rock Road	2004 / 2005	Environmental clearance issues
52	#68962	Queen Creek Road	Culvert at Eastern Canal	2005 / 2004	Project ready
59	#68998	Riggs Road	Arizona Avenue to Gilbert Road	2004 / 2005	Deferred IGA payment at City of Chandler request

TIP Project Support (IGA Reimbursements/Payments)

Project Name	Project Limit	Work Order	Type of Support	2005	2006	2007
51st Avenue	Broadway Road to 1/4 mile north of Dobbins Road	68943	IGA Payment to City of Phoenix	\$2,945	\$0	\$0
115th Avenue Bridge	at Gila River	68832	Reimbursement to MCDOT	(\$524)	(\$524)	(\$524)
Baseline Road	7th Ave. to 43rd Ave	68914	Reimbursement to MCDOT	(\$2,500)	\$0	\$0
Bush Highway	McKellips Road to McDowell Road	68261	IGA Payment to City of Mesa	\$717	\$0	\$0
Cave Creek Road	Lone Mountain Rd. to Carefree Hwy.	68834	Reimbursement to MCDOT	(\$45)	(\$45)	(\$45)
Laveen Area Conveyance Channel	at 51st Avenue	69036	IGA Payment to FCDMC	\$500	\$0	\$0
Power Road	Elliot Road to Guadalupe Road	69065	IGA Payment to City of Mesa	\$0	\$0	\$450
Ray Road	Lindsay Road to Greenfield Road	68919	IGA Payment to Town of Gilbert	\$0	\$550	\$0
Riggs Road	Arizona Ave. to Gilbert Rd.	68998	IGA Payment to City of Chandler	\$4,500	\$0	\$0
Val Vista Drive	Thomas Road to Southern Canal	69031	IGA Payment to City of Mesa	\$0	\$0	\$400

Thousands of dollars

TIP Project Schedules, Listings, and Maps

The TIP schedules on the following pages represent estimated schedules by major activity:

- Design: including Design Concept Reports and preliminary engineering design,
- Right-of-way: including acquisition of land and/or legal access to land; and
- Construction: including utility relocation, environmental considerations and actual construction.
- Intergovernmental Agreement Payment: the time frame when MCDOT must pay for its contractual agreement concerning the join funding of a project.

These project schedules reflect the earliest possible schedule per major activity. Funds will be programmed on a "first ready, first fund" basis subject to funding availability."

TIP Project Listings and Maps































The following pages list projects planned for fiscal year 2005-2009. A brief description, map, and financial information describe each project location. All projects are listed in alphabetical order.




Gravel placement following oil application.


















































Anticipated Project Schedules

Page	Work Order #	Project	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
65	69072 (T168)	51st Avenue (Santa Cruz Road to GRIC Boundary, Corridor Study)					
66	69052 (T128)	67th Avenue (Pinnacle Peak Road to Happy Valley Road)					
67	68986 (T099)	75th Avenue (MC85 to Van Buren Street)					
68	68972 (T091)	83rd Avenue (Northern Avenue to Olive Avenue)					
69	68961 (T084)	87th Avenue (Deer Valley Road to Williams Drive)	 				
70	69080 (T177)	7th Street (Carefree Highway to Desert Hills Drive)					
71	12602 (T153)	Alma School Road (Champagne Drive to Halley Drive)					
72	68931 (T070)	Alma School Road (McLellan Road to McKellips Road)					
73	80408 (T142)	Alma School Road (North Bridge at Salt River)					
74	12590 (T025)	Bell Road (Grand Avenue to Loop 101 ITS)	 				
75	69041 (T120)	Bell Road (at RH Johnson Boulevard Intersection)					
76	69069 (T154)	Bell Road (Loop 303 to Grand Avenue ITS)	 				
77	12618 (T161)	Bethany Home Road (at Dysart Road)					
78	69050 (T126)	Bush Highway (Usery Pass Road to Stewart Mountain Dam Road)					
79	12606 (T156)	Chandler Heights Road (at 124th Street)					
80	68975 (T094)	Chandler Heights Road Box Culvert (at Eastern Canal)					
81	69026 (T114)	Chandler Heights Road Bridge (at Sonoqui Wash)					
82	69067 (T151)	Contract Overlay (FY 2004)					
83	69049 (T125)	Deer Valley Road (91st Avenue to 83rd Avenue)					
84	69071 (T167)	El Mirage Road (Northern Avenue to Bell Road, Corridor Study)					
85	68993 (T103)	El Mirage Road (Bell Road to Beardsley Road)	on hold				
86	68995 (T104)	El Mirage Road (Beardsley Road to Loop 303)	on hold				

 Right-of-Way
  Design
  Construction
  IGA Payment/Reimbursement



Anticipated Project Schedules

Page	Work Order #	Project	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
87	69081 (T178)	Ellsworth Road (Hunt Highway to Riggs Road)					
88	68927 T068)	Ellsworth Road (Germann Road to Elliot Road)	   				
89	68902 (T062)	Ellsworth Road (University Drive to McLellan Road)	  				
90	12622 (T165)	Fire Station (111th Avenue, Traffic Signal)					
91	69043 (T122)	Gilbert Road (Warner Road to Water Tank)					
92	68957 (T081)	Gilbert Road (McDowell Road to SR 87)	  				
93	12617 (T160)	Greenway Road (at Loop 303)	   				
94	68997 (T105)	Lindsay Road (Williams Field Road to Ray Road)					
95	69016 (T109)	Loop 303 (I-10 to US 60)					
96	69073 (T169)	Loop 393 (Safety Improvements, Indian School Road to Clearview Boulevard)					
97	69053 (T129)	Loop 303 (Indian School Road to Camelback Road)		 			
98	69054 (T130)	Loop 303 (Camelback Road to Bethany Home Road)		 			
99	69055 (T131)	Loop 303 (Bethany Home Road to Glendale Avenue)	 				
100	69056 (T132)	Loop 303 (Cactus Road to Waddell Road)					
101	69057 (T133)	Loop 303 (Waddell Road to Greenway Road)					
102	69058 (T134)	Loop 303 (Greenway Road to Bell Road)					
103	12615 (T158)	Lower Buckeye Road (at 67th Avenue)					
104	69070 (T166)	MC 85 (SR 85 to 75th Avenue, Corridor Study Update)					
105	69075 (T171)	MC 85 (Extension: Turner Road to SR 85)	       				
106	12620 (T163)	MC 85 (at Miller Road)					
107	69059 (T135)	MC 85 (Jackrabbit Trail to Perryville Road)					



















 Right-of-Way
  Design
  Construction
  IGA Payment/Reimbursement

Anticipated Project Schedules

Page	Work Order #	Project	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
108	69060 (T136)	MC 85 (Perryville Road to Cotton Lane)					
109	68960 (T083)	MC 85 (Cotton Lane to Estrella Parkway)					
110	68959 (T082)	MC 85 (Estrella Parkway to Litchfield Road)					
111	69024 (T112)	MC 85 (107th Avenue to 91st Avenue)					
112	69025 (T113)	MC 85 (91st Avenue to 75th Avenue)					
113	69007 (T108)	McDowell Mountain Road (Town of Fountain Hills City Limits to Forest Road)					
114	69074 (T170)	McDowell Road (Alma School Road to SR 87)					
115	68949 (T076)	McQueen Road (Queen Creek Road to Pecos Road)					
116	69064 (T140)	Meridian Road (Hunt Highway to Baseline Road, Corridor Study)					
117	12619 (T162)	Missouri Avenue (at Dysart Road)					
118	12621 (T164)	Monterey Avenue (at Power Road)					
119	12581 (T155)	Northern Avenue (at 107th Avenue)					
120	69062 (T138)	Ocotillo Road (Alma School Road to Power Road, Corridor Study)					
121	68934 (T073)	Old US 80 Bridge Scour Protection (at Hassayampa River)					
122	69045 (T124)	Pinnacle Peak Road (Lake Pleasant Road to 83rd Avenue)					
123	16208 (T032)	PM₁₀ (Phase 3 - NE Area)					
124	16224 (T047)	PM₁₀ (Phase 4 - North Valley)					
125	16223 (T046)	PM₁₀ (Phase 4 - SE Valley)					
126	16225 (T048)	PM₁₀ (Phase 4 - SW Valley)					
127	16217 (T040)	PM₁₀ (12th Street: Circle Mountain Road to Tonto National Forest)					
128	16216 (T039)	PM₁₀ (Box Bar Road to Needle Rock Road)					
129	16219 (T042)	PM₁₀ (Circle Mountain Road: Skunk Creek to New River Road)					

Right-of-Way
 Design
 Construction
 IGA Payment/Reimbursement

Anticipated Project Schedules

Page	Work Order #	Project	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
130	16218 (T041)	PM₁₀ (Saddle Mountain Road: New River Road to 720' west of 12th Street and 16th Street: Joy Ranch to La Salle Road)					
131	69038 (T117)	Power Road (Rittenhouse Road to San Tan Boulevard)	Environ- mental Work				
132	68969 (T090)	Power Road (Guadalupe Road to Baseline Road)					
133	68966 (T087)	Queen Creek Road (Arizona Avenue to McQueen Road)					
134	12611 (T157)	Riggs Road (at SR 347)					
135	12616 (T159)	Rittenhouse Road (at Ellsworth Road)					
136	69068 (T152)	Sun City Asphalt Reconstruction Project FY 2004					
137	69076 (T172)	Sun City Mill & Overlay Phase 1					
138	69077 (T173)	Sun City Mill & Overlay Phase 2					
139	69078 (T174)	Sun City Mill & Overlay Phase 3					
140	69079 (T175)	Sun City Mill & Overlay Phase 4					
141	69082 (T179)	Sun Valley Parkway (I-10 to Loop 303 and Extension to SR 74, Corridor Study)					
142	68985 (T098)	Williams Field Road (Gilbert Road to Eastern Canal)					
143	68991 (T102)	Williams Field Road (at Higley Road)	 				

 Right-of-Way
  Design
  Construction
  IGA Payment/Reimbursement



Map Reference: SW-65

- Access control and corridor improvement.



Project Manager:	Leo Trinidad
District:	5
Length:	4 miles
Detours:	N/A
IGA Partnerships:	Potential agreement with Gila River Indian Community
Est. Construction Date:	N/A
Right-of-way:	N/A

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$100	\$0	\$100	\$0	\$0	\$0	\$0	\$100
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$20	\$0	\$20	\$0	\$0	\$0	\$0	\$20
Project Total	\$120	\$0	\$120	\$0	\$0	\$0	\$0	\$120
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$120	\$0	\$120	\$0	\$0	\$0	\$0	\$120





67th Avenue

Pinnacle Peak Road to Happy Valley Road

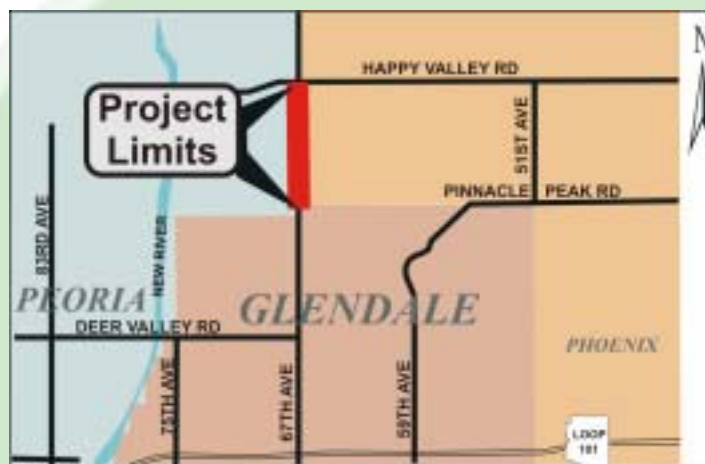
Work Order #69052 (T128)

The purpose of this project is to develop a **Design Concept Report** for roadway widening so that right-of-way and roadway needs can be identified, planned, and accurate cost estimates can be made for increasing the capacity and safety of the roadway. The City of Peoria will be the lead agency on this project.

Map Reference: NW-66

Key Issues

- City of Peoria partnership.
- Alleviate bottlenecking.



Project Manager: Tom Larson

District: 4

Length: 1.1 miles

Detours: N/A

IGA Partnerships: City of Peoria agreement pending

Est. Construction Date: This project is funded for Design Concept Report only

Right-of-way: Additional right-of-way will be acquired if necessary

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$70	\$0	\$70	\$0	\$0	\$0	\$0	\$70
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$30	\$5	\$5	\$20	\$0	\$0	\$0	\$25
Project Total	\$100	\$5	\$75	\$20	\$0	\$0	\$0	\$95
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$100	\$5	\$75	\$20	\$0	\$0	\$0	\$95





75th Avenue MC 85 to Van Buren Street

Work Order #68986 (T099)

This project will widen 75th Avenue from two lanes to five lanes, and include a continuous left-turn median. The project also includes utility relocations, sewer line installation and upgrades to the Southern Pacific Railroad crossing. The City of Phoenix is to lead the project.

Map Reference: SW-67

Key Issues

- Utilities.
- Irrigation.
- Bridge reconstruction.
- Railroad crossing upgrade.
- Coordination with other agencies.



Project Manager: Sami Ayoub

District: 5

Length: 1 mile

Detours: None anticipated

IGA Partnerships: City of Phoenix

Est. Construction Date: N/A

Right-of-way: Minor right-of-way will be required in addition to the existing 66'-110' of width.

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$182	\$182	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$248	\$248	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$9	\$9	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$250	\$250	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$2,650	\$0	\$0	\$2,650	\$0	\$0	\$0	\$2,650
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$136	\$91	\$20	\$20	\$5	\$0	\$0	\$45
Project Total	\$3,475	\$780	\$20	\$2,670	\$5	\$0	\$0	\$2,695
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$3,475	\$780	\$20	\$2,670	\$5	\$0	\$0	\$2,695





83rd Avenue Northern Avenue to Olive Avenue

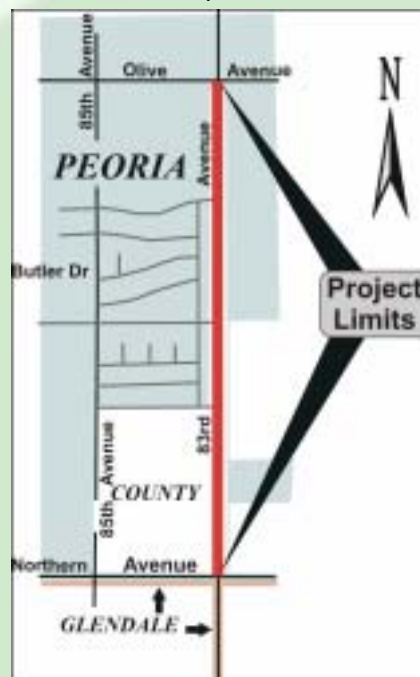
Work Order #68972 (T091)

This project will **widen 83rd Avenue** from two lanes to four travel lanes with a center left-turn median to reduce congestion and increase safety. Construction is contingent upon finalization of an intergovernmental agreement with the City of Peoria. The City of Peoria is expected to annex the roadway once the project is completed.

Map Reference: NW-68

Key Issues

- Construction is contingent upon finalization of an intergovernmental agreement with the City of Peoria for financial participation in construction and assuming maintenance responsibilities for 83rd Avenue.



Project Manager: Nariman Zadeh
District: 4
Length: 1 mile
Detours: None anticipated
IGA Partnerships: Potential agreement with the City of Peoria
Est. Construction Date: FY 2007
Right-of-way: Additional right-of-way has been purchased

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$165	\$145	\$0	\$0	\$20	\$0	\$0	\$20
Right-of-Way	\$207	\$207	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$21	\$21	\$0	\$0	\$0	\$0	\$0	\$21
Utilities	\$741	\$41	\$0	\$700	\$0	\$0	\$0	\$700
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$2,500	\$0	\$0	\$0	\$2,500	\$0	\$0	\$2,500
MCDOT Labor	\$237	\$202	\$5	\$10	\$20	\$0	\$0	\$35
Project Total	\$3,871	\$616	\$5	\$710	\$2,540	\$0	\$0	\$3,255
Reimbursements	(\$1,600)	\$0	\$0	(\$350)	(\$1,250)	\$0	\$0	(\$1,600)
MCDOT Net Cost	\$2,271	\$616	\$5	\$360	\$1,290	\$0	\$0	\$1,655





87th Avenue Channel

Deer Valley Road to Williams Drive

Work Order #68961 (T084)

This will provide **pavement and drainage improvements**. The Flood Control District of Maricopa County studies indicate a need for an area solution requiring participation of the residents, FCDMC and the City of Peoria.

Map Reference: NW-69

Key Issues

- FCDMC is studying the flooding of the 87th Avenue project area within the county right-of-way and Deer Valley Road.
- Citizen concern about the traffic, City of Peoria annexation, and roadway improvements.
- FCDMC Master Drainage Study results.



Project Manager: Tom Larson

District: 4

Length: 0.5 miles

Detours: None anticipated

IGA Partnerships: Potential agreement with Flood Control District (FCDMC)
Potential agreement with the City of Peoria

Est. Construction Date: Contingent on the execution of IGA

Right-of-way: Right-of-way will be acquired at the NW corner of 87th Avenue and Deer Valley Road

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$88	\$41	\$47	\$0	\$0	\$0	\$0	\$47
Right-of-Way	\$50	\$0	\$50	\$0	\$0	\$0	\$0	\$50
Environmental	\$13	\$5	\$8	\$0	\$0	\$0	\$0	\$8
Utilities	\$100	\$0	\$100	\$0	\$0	\$0	\$0	\$100
IGA Payments	\$125	\$0	\$0	\$125	\$0	\$0	\$0	\$125
Construction	\$500	\$0	\$0	\$500	\$0	\$0	\$0	\$500
MCDOT Labor	\$49	\$29	\$10	\$10	\$0	\$0	\$0	\$20
Project Total	\$925	\$75	\$215	\$635	\$0	\$0	\$0	\$850
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$925	\$75	\$215	\$635	\$0	\$0	\$0	\$850



Approved by the Board of Supervisors on July 12, 2004



7th Street

Carefree Highway to Desert Hills Drive

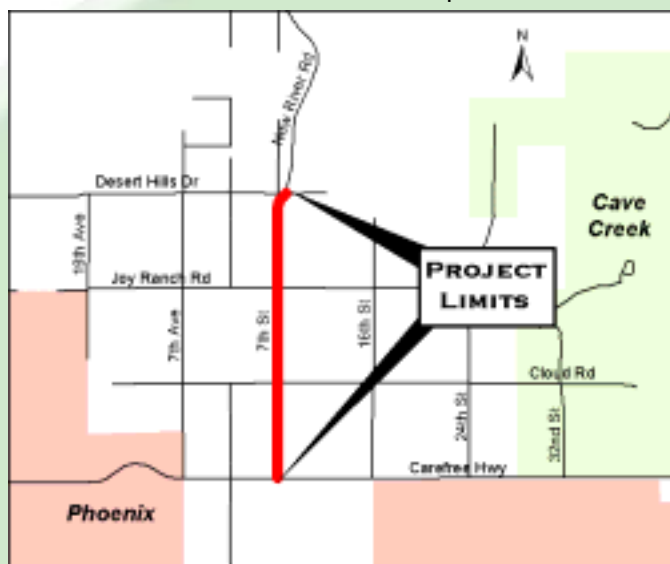
Work Order #69080 (T177)

This project is to develop a **Design Concept Report** so that future right-of-way and roadway needs can be identified, planned, and accurate cost estimates made for increasing the capacity and safety of the roadway.

Map Reference: NE-70

Key Issues

- Increasing traffic demand.
- Safety issues at the intersections.
- Drainage concerns.



Project Manager: Sami Ayoub

District: 3

Length: 3 miles

Detours: None anticipated

IGA Partnerships: None

Est. Construction Date: Funded for Design Concept Report only

Right-of-way: Additional right-of-way will be required

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$470	\$0	\$0	\$470	\$0	\$0	\$0	\$470
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Project Total	\$470	\$0	\$0	\$470	\$0	\$0	\$0	\$470
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$470	\$0	\$0	\$470	\$0	\$0	\$0	\$470





Alma School Road Champagne Drive to Halley Drive

Work Order #12602 (T153)

This project will install traffic signals at the intersection to improve safety, reduce congestion, and improve traffic flow.

Map Reference: SE-71

Key Issues

None



Project Manager: Faisal Saleem
District: 1
Length: 0.2 miles
Detours: N/A
IGA Partnerships: None
Est. Construction Date: FY 2005
Right-of-way: N/A

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$192	\$42	\$150	\$0	\$0	\$0	\$0	\$150
MCDOT Labor	\$28	\$8	\$20	\$0	\$0	\$0	\$0	\$20
Project Total	\$220	\$50	\$170	\$0	\$0	\$0	\$0	\$170
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$220	\$50	\$170	\$0	\$0	\$0	\$0	\$170





Alma School Road McLellan Road to McKellips Road

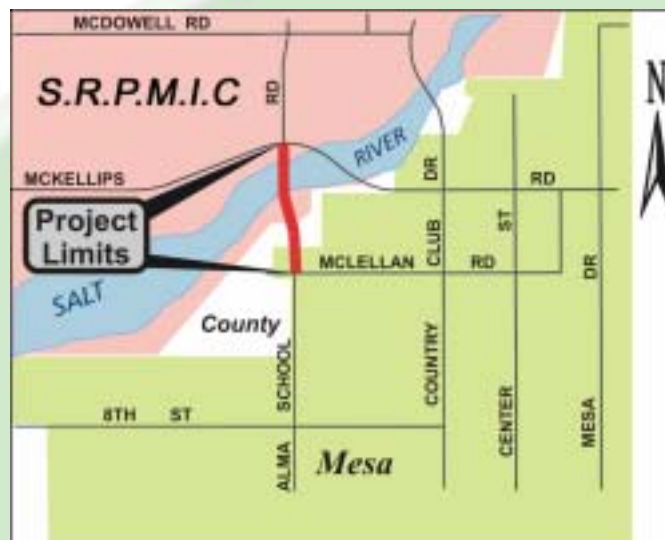
Work Order #68931 (T070)

This project will widen the south bridge over the Salt River on Alma School Road from McLellan Road to the north bridge. This project will consist of an expansion and overhaul of the existing structure.

Map Reference: NE-72

Key Issues

- Coordination with the Salt River Pima-Maricopa Indian Community.
- Coordination with all stakeholders.



Project Manager: Andrzej Wojakiewicz

District: 1 & 2

Length: 0.75 miles

Detours: None anticipated

IGA Partnerships: None

Est. Construction Date: To be determined, right-of-way needed

Right-of-way: Additional right-of-way is required

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$374	\$374	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$364	\$0	\$364	\$0	\$0	\$0	\$0	\$364
Environmental	\$2	\$2	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$1,972	\$0	\$1,972	\$0	\$0	\$0	\$0	\$1,972
MCDOT Labor	\$119	\$95	\$24	\$0	\$0	\$0	\$0	\$24
Project Total	\$2,831	\$471	\$2,360	\$0	\$0	\$0	\$0	\$2,360
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$2,831	\$471	\$2,360	\$0	\$0	\$0	\$0	\$2,360





Alma School Road

North Bridge at Salt River, Grade Control Structure

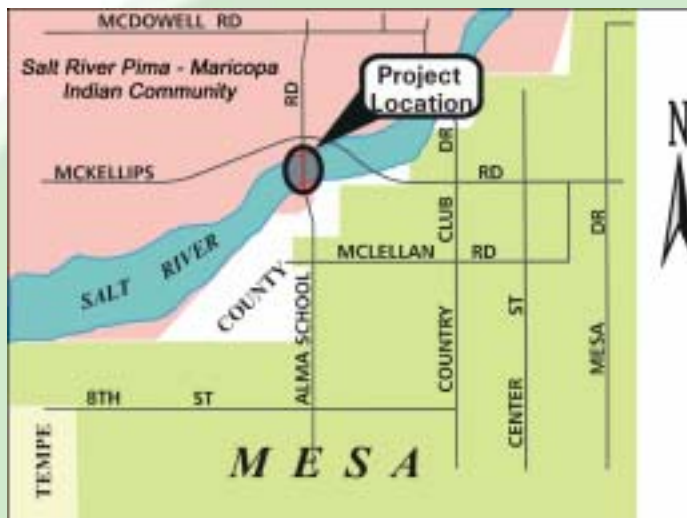
Work Order #80408 (T142)

This project will reconstruct the existing grade control structure which is needed to protect the Alma School Bridge foundations from floodwater soil erosion.

Map Reference: NE-73

Key Issues

- Acquiring access, temporary construction easements and new right-of-way.
- Design for full depth of the downstream head cut caused by unregulated mining in the riverbed.



Project Manager: Andrzej Wojakiewicz

District: 2

Length: Approximately 940 feet

Detours: None anticipated

IGA Partnerships: None

Est. Construction Date: FY 2005-2006, depending on receipt of right-of-way

Right-of-way: A 73' wide strip of right-of-way along the width of the river will be required

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$91	\$91	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$107	\$2	\$105	\$0	\$0	\$0	\$0	\$105
Environmental	\$6	\$6	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$3,680	\$0	\$2,597	\$1,083	\$0	\$0	\$0	\$3,680
MCDOT Labor	\$48	\$38	\$5	\$5	\$0	\$0	\$0	\$10
Project Total	\$3,932	\$137	\$2,707	\$1,088	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$3,932	\$137	\$2,707	\$1,088	\$0	\$0	\$0	\$3,795





Bell Road

Grand Avenue to Loop 101 ITS

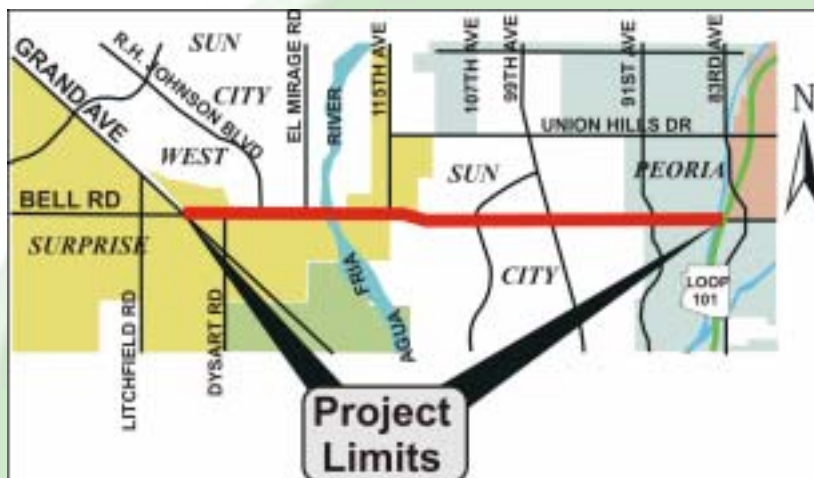
Work Order #12590 (T025)

The purpose of this project is to install an Intelligent Transportation System (ITS) "Smart Instrumentation." The project will involve the design of vehicle detection systems (VDS), closed circuit TV (CCTV), variable message signs (VMS), and communications.

Map Reference: NW-74

Key Issues

None



Project Manager: Nicolaas Swart

District: 4

Length: 6.5 miles

Detours: N/A

IGA Partnerships: Potential agreement with the City of Peoria
City of Surprise
FHWA funding

Est. Construction Date: FY 2005

Right-of-way: N/A

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$215	\$175	\$40	\$0	\$0	\$0	\$0	\$40
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$1,070	\$0	\$1,070	\$0	\$0	\$0	\$0	\$1,070
MCDOT Labor	\$20	\$0	\$10	\$0	\$0	\$0	\$0	\$10
Project Total	\$1,305	\$175	\$1,120	\$0	\$0	\$0	\$0	\$1,120
Reimbursements	\$0	\$0	(\$1,111)	\$0	\$0	\$0	\$0	(\$1,111)
MCDOT Net Cost	\$1,305	\$175	\$9	\$0	\$0	\$0	\$0	\$9





Bell Road at RH Johnson Boulevard

Work Order #69041 (T120)

The purpose of this project is to design a dedicated westbound right-turn lane on Bell Road to accommodate the heavy right-turn movement onto RH Johnson Boulevard.

Map Reference: NW-75

Key Issues

- Reconfiguration of channel and box culverts.
- Relocation of traffic signal.
- Relocation of utilities.
- Relocation of Sun City West monument sign.
- Financial participation with the City of Surprise.



Project Manager:	Andrzej Wojakiewicz
District:	4
Length:	600 feet
Detours:	N/A
IGA Partnerships:	Potential agreement with the City of Surprise
Est. Construction Date:	This project is budgeted for in-house design only
Right-of-way:	Additional right-of-way will be required

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$3	\$3	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$325	\$325	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$825	\$825	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$26	\$16	\$10	\$0	\$0	\$0	\$0	\$10
Project Total	\$1,179	\$1,169	\$10	\$0	\$0	\$0	\$0	\$10
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$1,179	\$1,169	\$10	\$0	\$0	\$0	\$0	\$10





Bell Road

Loop 303 to Grand Avenue (ITS)

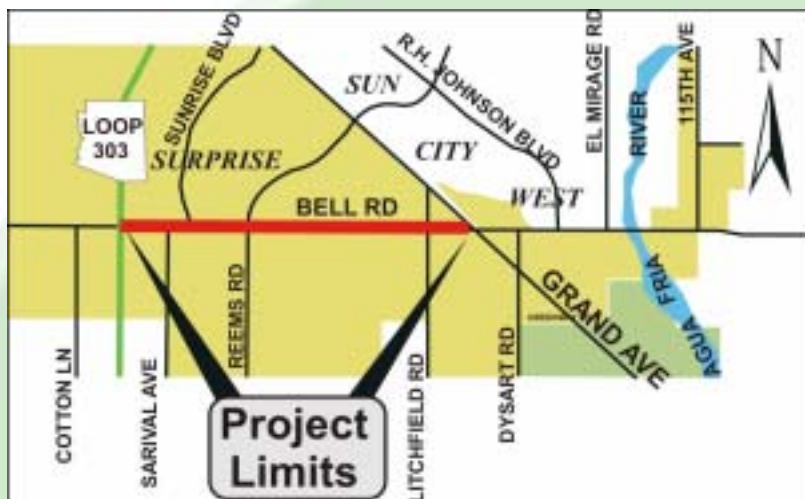
Work Order #69069 (T154)

The purpose of this project is to install an Intelligent Transportation System (ITS) "Smart Instrumentation." The project will involve the design of vehicle detection systems (VDS), closed circuit TV (CCTV), variable message signs (VMS), and communications.

Map Reference: NW-76

Key Issues

none



Project Manager: Nicolaas Swart

District: 4

Length: 4 miles

Detours: N/A

IGA Partnerships: Potential agreement with the City of Surprise
FHWA funding

Est. Construction Date: This project is funded for design only

Right-of-way: N/A

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$109	\$0	\$109	\$0	\$0	\$0	\$0	\$109
Right-of-Way	\$629	\$0	\$200	\$429	\$0	\$0	\$0	\$629
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$100	\$0	\$0	\$100	\$0	\$0	\$0	\$100
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$1,043	\$0	\$0	\$1,043	\$0	\$0	\$0	\$1,043
MCDOT Labor	\$91	\$0	\$60	\$31	\$0	\$0	\$0	\$91
Project Total	\$1,972	\$0	\$369	\$1,603	\$0	\$0	\$0	\$1,972
Reimbursements	(\$1,972)	\$0	(\$369)	(\$1,603)	\$0	\$0	\$0	(\$1,972)
MCDOT Net Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0





Bethany Home Road at Dysart Road

Work Order #12618 (T161)

This project will install traffic signals at the intersection to improve safety, reduce congestion, and improve traffic flow.

Map Reference: NW-77

Key Issues

None



Project Manager: Chris Kmetty
District: 4
Length: N/A
Detours: N/A
IGA Partnerships: None
Est. Construction Date: FY 2005-2006
Right-of-way: N/A

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$3	\$0	\$3	\$0	\$0	\$0	\$0	\$3
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$188	\$0	\$188	\$0	\$0	\$0	\$0	\$188
MCDOT Labor	\$30	\$0	\$30	\$0	\$0	\$0	\$0	\$30
Project Total	\$221	\$0	\$221	\$0	\$0	\$0	\$0	\$221
Reimbursements	(\$122)	\$0	(\$122)	\$0	\$0	\$0	\$0	(\$122)
MCDOT Net Cost	\$99	\$0	\$99	\$0	\$0	\$0	\$0	\$99





Bush Highway

Usery Pass Road to Stewart Mountain Dam Road

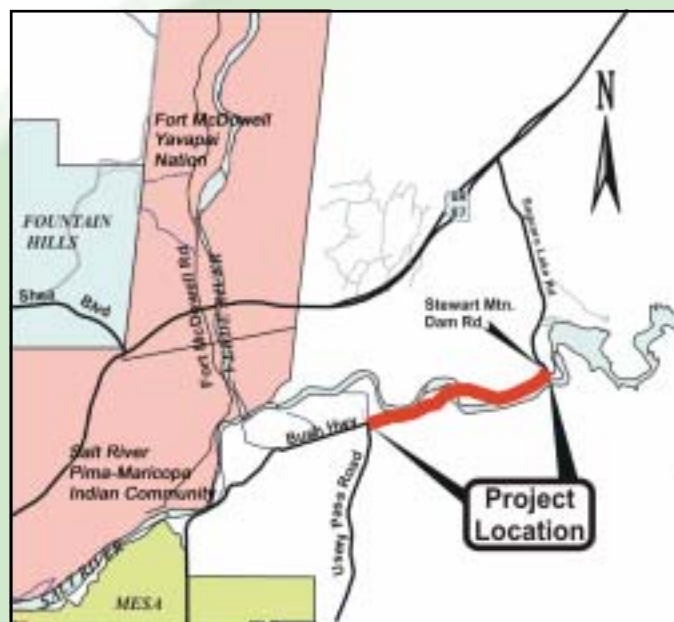
Work Order #69050 (T126)

The project will provide **paved shoulders** to accommodate bicycles and improve roadway safety for both bicyclists and motorists.

Map Reference: NE-78

Key Issues

- Located on US Forest Service land.
- Heavy recreation use of the roadway by boaters and bicyclists.
- Limited vertical and horizontal sight distances when driving.



Project Manager: Samir Hatab

District: 2

Length: 4.5 miles

Detours: None anticipated

IGA Partnerships: None

Est. Construction Date: This project is currently funded for design only

Right-of-way: N/A

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$200	\$0	\$200	\$0	\$0	\$0	\$0	\$200
Right-of-Way	\$70	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$10	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$60	\$0	\$25	\$10	\$0	\$0	\$0	\$35
Project Total	\$1,240	\$0	\$225	\$10	\$0	\$0	\$0	\$235
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$1,240	\$0	\$225	\$10	\$0	\$0	\$0	\$235





Chandler Heights Road

at 124th St

Work Order #12606 (T156)

This project will improve the south approach to this existing signalized intersection.

Map Reference: SE-79

Key Issues

None



Project Manager: Chris Kmetty
 District: 1
 Length: N/A
 Detours: N/A
 IGA Partnerships: Potential agreement with the City of Chandler
 Est. Construction Date: FY 2006
 Right-of-way: N/A

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$20	\$0	\$20	\$0	\$0	\$0	\$0	\$20
Environmental	\$2	\$0	\$2	\$0	\$0	\$0	\$0	\$2
Utilities	\$60	\$0	\$60	\$0	\$0	\$0	\$0	\$60
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$125	\$0	\$0	\$125	\$0	\$0	\$0	\$125
MCDOT Labor	\$20	\$0	\$10	\$10	\$0	\$0	\$0	\$20
Project Total	\$227	\$0	\$92	\$135	\$0	\$0	\$0	\$227
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$227	\$0	\$92	\$135	\$0	\$0	\$0	\$227





Chandler Heights Road Box Culvert at Eastern Canal

Work Order #68975 (T094)

This project is for the design and construction of a box culvert that will replace the existing inadequate pipe to allow future widening of the road.

Map Reference: SE-80

Key Issues

- Construction must be done quickly during the annual canal dry-up period.



Project Manager:	Andrzej Wojakiewicz
District:	1
Length:	Spot improvements
Detours:	Road closure will be needed
IGA Partnerships:	City of Chandler
Est. Construction Date:	FY 2005
Right-of-way:	Additional right-of-way on both sides of Chandler Heights Road will be needed

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$6	\$1	\$0	\$5	\$0	\$0	\$0	\$5
Environmental	\$1	\$0	\$0	\$1	\$0	\$0	\$0	\$1
Utilities	\$300	\$0	\$300	\$0	\$0	\$0	\$0	\$300
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$326	\$0	\$326	\$0	\$0	\$0	\$0	\$326
MCDOT Labor	\$47	\$30	\$17	\$0	\$0	\$0	\$0	\$17
Project Total	\$680	\$31	\$643	\$6	\$0	\$0	\$0	\$649
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$680	\$31	\$643	\$6	\$0	\$0	\$0	\$649





Chandler Heights Road Bridge at Sonoqui Wash

Work Order #69026 (T114)

This project is to **design a five-lane bridge** (68' wide) over Sonoqui Wash, replacing an existing un-bridged (dip) crossing.

Map Reference: SE-81

Key Issues

- The Town of Queen Creek and the Flood Control District of Maricopa County will participate in the construction funding.
- Project coordination with Sonoqui Wash channelization project by FCDMC



Project Manager: Andrzej Wojakiewicz

District: 1

Length: 0.5 miles

Detours: None anticipated

IGA Partnerships: Potential agreement with the Town of Queen Creek and FCDMC

Est. Construction Date: This project is funded for in-house design only

Right-of-way: N/A

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$1,950	\$1,950	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$211	\$101	\$80	\$30	\$0	\$0	\$0	\$110
Project Total	\$2,161	\$2,051	\$80	\$30	\$0	\$0	\$0	\$110
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$2,161	\$2,051	\$80	\$30	\$0	\$0	\$0	\$110





Contract Overlay

FY 2004

Work Order #69067 (T151)

This project consists of removing the existing asphalt concrete road surfaces by **milling/pulverizing, and replacing** with 2.5 to 3 inches of asphalt concrete pavement. This work also includes traffic control, pavement delineation, and other miscellaneous items of work required for the completion of the project.

Map Reference: see below

Key Issues

None



Project Manager: Operations
 District: 4
 Length: 20 lane miles
 Detours: None anticipated
 IGA Partnerships: None
 Est. Construction Date: FY 2004 & 2005
 Right-of-way: None required

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$70	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$200	\$0	\$0	\$0	\$0	\$200
MCDOT Labor	\$10	\$0	\$20	\$0	\$0	\$0	\$0	\$20
Project Total	\$80	\$0	\$220	\$0	\$0	\$0	\$0	\$220
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$80	\$0	\$220	\$0	\$0	\$0	\$0	\$220





Deer Valley Road 91st Avenue to 83rd Avenue Work Order #69049 (T125)

The project will develop a **design concept report** to determine the scope, schedule, and budget for the future widening of the roadway.

Map Reference: NW-83

Key Issues

- Roadway drainage.
- Formation of partnerships.
- Travel capacity.
- Traffic safety.



Project Manager: Engineering
District: 4
Length: 1 mile
Detours: N/A
IGA Partnerships: Potential agreement with the City of Peoria
Est. Construction Date: This project is funded for Design Concept Report only
Right-of-way: Additional right-of-way will be acquired if necessary.

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$70	\$0	\$70	\$0	\$0	\$0	\$0	\$70
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$10	\$0	\$10	\$0	\$0	\$0	\$0	\$10
Project Total	\$80	\$0	\$80	\$0	\$0	\$0	\$0	\$80
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$80	\$0	\$80	\$0	\$0	\$0	\$0	\$80





El Mirage Road

Northern Avenue to Bell Road, Corridor Study

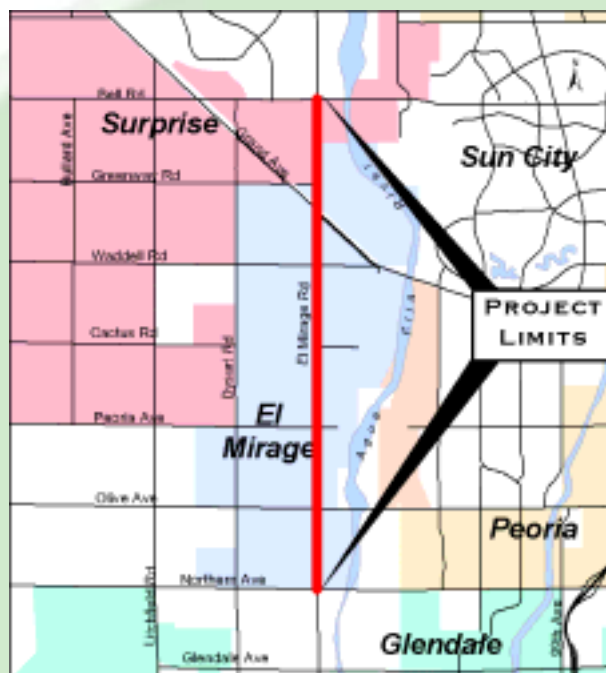
Work Order #69071 (T167)

This project is a corridor study from Northern Avenue to Bell Road.

Map Reference: NW-84

Key Issues

- Access control and corridor improvement.
- Included in the MAG Regional Transportation Plan.



Project Manager: To be determined

District: 4

Length: 6 miles

Detours: N/A

IGA Partnerships: None

Est. Construction Date: Funded for corridor study only

Right-of-way: N/A

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$225	\$0	\$225	\$0	\$0	\$0	\$0	\$225
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$20	\$0	\$20	\$0	\$0	\$0	\$0	\$20
Project Total	\$245	\$0	\$245	\$0	\$0	\$0	\$0	\$245
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$245	\$0	\$245	\$0	\$0	\$0	\$0	\$245





El Mirage Road Bell Road to Beardsley Road

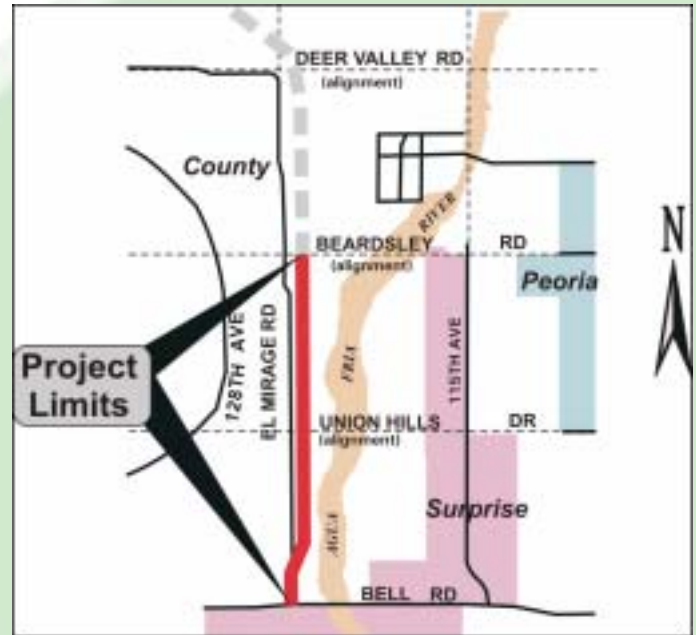
Work Order #68993 (T103)

This project will **construct a new four-lane road** to address projected traffic demands. Signalization will be installed on El Mirage Road at Beardsley Road.

Map Reference:

Key Issues

- Neighboring retirement communities.
- Bridge construction to the east.
- Adjacent developments.
- Right-of-way acquisition.
- Environmental clearance/404 permit.
- Included in the MAG Regional Transportation Plan.



Project Manager: Sami Ayoub

District: 4

Length: 2.2 miles

Detours: None anticipated

IGA Partnerships: None

Est. Construction Date: To be determined

Right-of-way: 120' -150' of right-of-way will be required for this project

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$510	\$510	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$1,164	\$1,164	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$26	\$26	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$40	\$40	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$6,775	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$126	\$121	\$5	\$0	\$0	\$0	\$0	\$5
Project Total	\$8,641	\$1,861	\$5	\$0	\$0	\$0	\$0	\$5
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$8,641	\$1,861	\$5	\$0	\$0	\$0	\$0	\$5





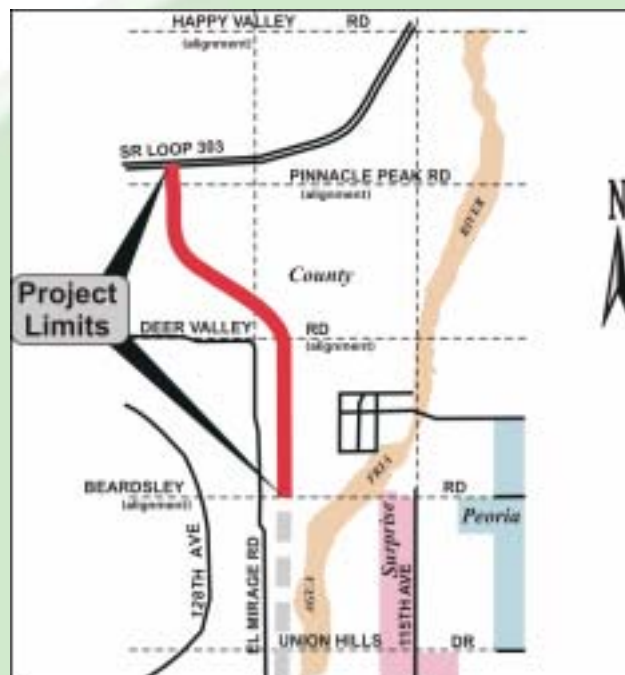
El Mirage Road Beardsley Road to Loop 303 Work Order #68995 (T104)

This project will construct a new four-lane road between Beardsley Road and Loop 303. This project includes drainage and intersection improvements.

Map Reference: NW-86

Key Issues

- Adjacent private developments.
- Right-of-way acquisition.
- Regional Transportation Plan election.
- Environmental clearance/404 permit.



Project Manager: Sami Ayoub
District: 4
Length: 2.2 miles
Detours: None anticipated
IGA Partnerships: None
Est. Construction Date: To be determined
Right-of-way: 120' -150' of right-of-way will be required for this project

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$552	\$552	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$1,290	\$1,290	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$39	\$39	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$25	\$25	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$6,275	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$139	\$134	\$5	\$0	\$0	\$0	\$0	\$5
Project Total	\$8,320	\$2,040	\$5	\$0	\$0	\$0	\$0	\$5
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$8,320	\$2,040	\$5	\$0	\$0	\$0	\$0	\$5





Ellsworth Road Hunt Highway to Riggs Road

Work Order #69081 (T178)

The project will develop a **Design Concept Report** to identify right-of-way and roadway needs, produce an accurate cost-estimate, and determine the ultimate scope of the project.

Map Reference: SE-87

Key Issues

- Increasing traffic from Pinal County.
- Coordination with the Town of Queen Creek's plans.



Project Manager: To be determined

District: 2

Length: 1 mile

Detours: N/A

IGA Partnerships: Potential agreement with the Town of Queen Creek

Est. Construction Date: This project is funded for a Design Concept Report only

Right-of-way: N/A

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$150	\$0	\$0	\$150	\$0	\$0	\$0	\$150
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$20	\$0	\$0	\$20	\$0	\$0	\$0	\$20
Project Total	\$170	\$0	\$0	\$170	\$0	\$0	\$0	\$170
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$170	\$0	\$0	\$170	\$0	\$0	\$0	\$170





Ellsworth Road Germann Road to Elliot Road

Work Order #68927 (T068)

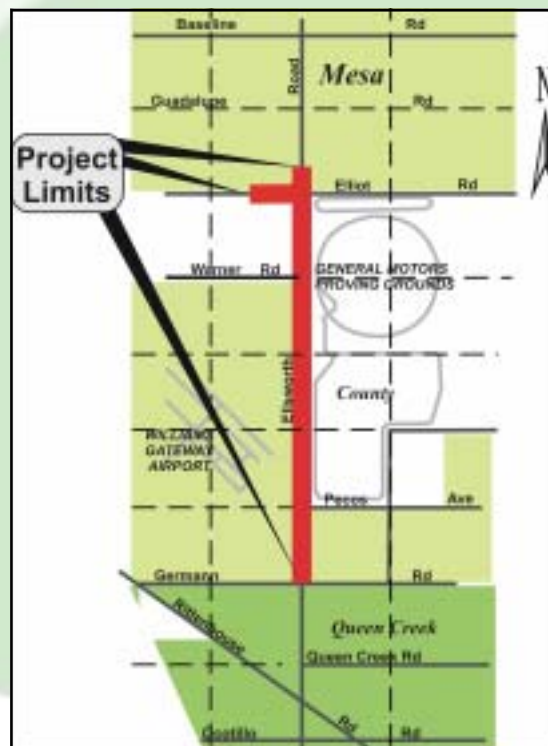
This project will reconstruct the existing two-lane road to provide four travel lanes with a raised center median. The west half of the roadway between Pecos Road and the Powerline Floodway will be constructed with a third travel lane in the southbound direction. The project also includes constructing the Ellsworth Channel, approximately 3 miles of open channel, a component of the East Mesa Area Drainage Master Plan.

Map Reference: SE-88

Key Issues

- Coordination with the City of Mesa, FCDMC, and Utilities
- Need to be built as soon as possible
- Phase 1: Germann Road to Ray Road
- Phase 2: Ray Road to Elliot Road

Project Manager: Sami Ayoub
District: 1 & 2
Length: 5.5 miles
Detours: None anticipated
IGA Partnerships: City of Mesa
 FCDMC
Est. Construction Date: Phase 1: FY 2005
 Phase 2: FY 2006



Right-of-way: The current total width for the road varies from 100' to 120'. Additional right-of-way will be acquired to provide a total width of 130' and up to 140' at the major intersections. A new drainage easement will be acquired for the channel, ranging from 70' to 200' wide.

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$1,570	\$1,498	\$72	\$0	\$0	\$0	\$0	\$72
Right-of-Way	\$2,019	\$1,969	\$50	\$0	\$0	\$0	\$0	\$50
Environmental	\$26	\$26	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$302	\$102	\$200	\$0	\$0	\$0	\$0	\$200
IGA Payments	\$1,294	\$1,168	\$126	\$0	\$0	\$0	\$0	\$126
Construction	\$21,930	\$0	\$11,680	\$10,250	\$0	\$0	\$0	\$21,930
MCDOT Labor	\$501	\$441	\$25	\$35	\$0	\$0	\$0	\$60
Project Total	\$27,642	\$5,204	\$12,153	\$10,285	\$0	\$0	\$0	\$22,438
Reimbursements	(\$7,974)	\$0	(\$7,974)	\$0	\$0	\$0	\$0	(\$7,974)
MCDOT Net Cost	\$19,668	\$5,204	\$4,179	\$10,285	\$0	\$0	\$0	\$14,464





Ellsworth Road University Drive to McLellan Road

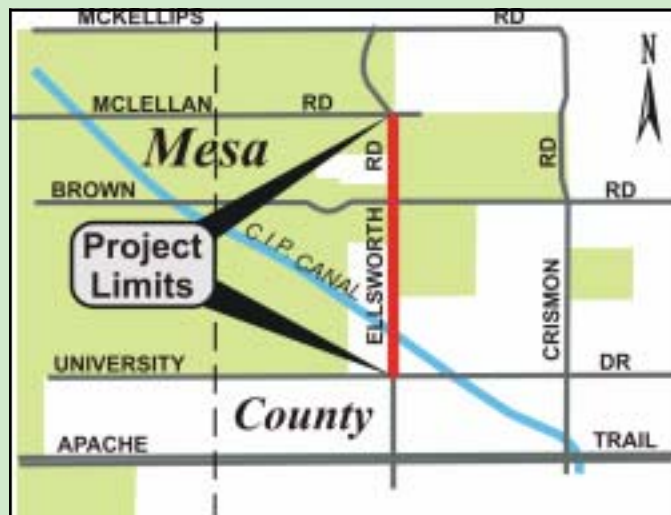
Work Order #68902 (T062)

This project will reconstruct the existing two-lane road to provide four travel lanes (two in each direction) with a raised center meridian. This project, which is scheduled in two phases, will also widen 1/4 mile of Adobe Road. Phase One is at the intersection of Brown Road and Ellsworth Road. The partners include Maricopa County, the City of Mesa and two private developers. Phase Two is along Ellsworth Road from University Drive to McLellan Road minus the intersection completed in Phase One. Partners include Maricopa County and the City of Mesa.

Map Reference: NE-89

Key Issues

- Coordination with the City of Mesa and developers.
- Need to be built as soon as possible.
- Phase 1: Brown intersection.
- Phase 2: Remaining project completion.



Project Manager: Sami Ayoub

District: 2

Length: 1.8 miles

Detours: None anticipated

IGA Partnerships: City of Mesa

Est. Construction Date: Phase 1: FY 2005
Phase 2: FY 2006

Right-of-way: No additional right-of-way will be required

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$478	\$392	\$86	\$0	\$0	\$0	\$0	\$86
Right-of-Way	\$285	\$285	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$2	\$2	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$26	\$26	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$5,885	\$0	\$2,335	\$3,550	\$0	\$0	\$0	\$5,885
MCDOT Labor	\$280	\$260	\$10	\$10	\$0	\$0	\$0	\$20
Project Total	\$6,956	\$965	\$2,431	\$3,560	\$0	\$0	\$0	\$5,991
Reimbursements	(\$1,579)	\$0	(\$1,579)	\$0	\$0	\$0	\$0	(\$1,579)
MCDOT Net Cost	\$5,377	\$965	\$852	\$3,560	\$0	\$0	\$0	\$4,412





Fire Station

111th Avenue, Traffic Signal

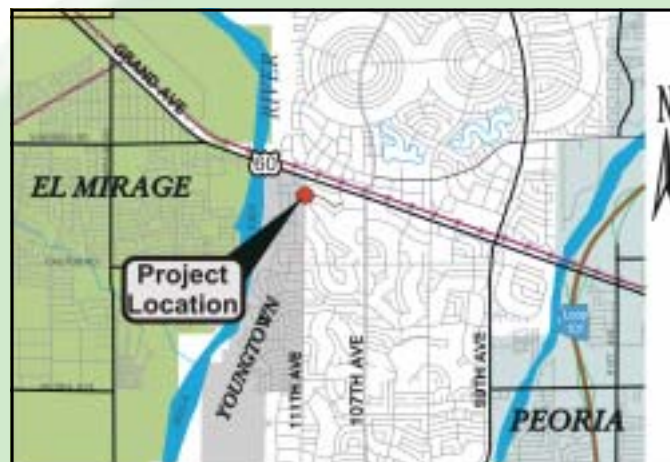
Work Order #12622 (T165)

This project will install mid-block traffic signals to allow the safe ingress and egress from the fire station.

Map Reference: NW-90

Key Issues

None



Project Manager: Nicolaas Swart

District: 4

Length: N/A

Detours: N/A

IGA Partnerships: Potential agreement with the Sun City Fire Department

Est. Construction Date: FY 2006

Right-of-way: N/A

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$7	\$7	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$1	\$0	\$1	\$0	\$0	\$0	\$0	\$1
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$56	\$0	\$0	\$56	\$0	\$0	\$0	\$56
MCDOT Labor	\$9	\$0	\$2	\$7	\$0	\$0	\$0	\$9
Project Total	\$73	\$7	\$3	\$63	\$0	\$0	\$0	\$66
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$73	\$7	\$3	\$63	\$0	\$0	\$0	\$66





Gilbert Road Warner Road to Water Tank

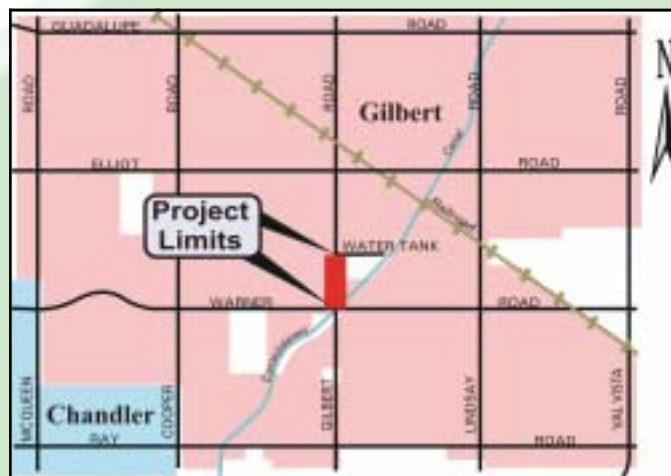
Work Order #69043 (T122)

The Town of Gilbert is designing and constructing this project. This project will widen Gilbert Road north of Warner Road and eliminate a scalloped section of the roadway. The Town of Gilbert will be the lead agency.

Map Reference: SE-91

Key Issues

- Elimination of a scalloped street segment.



Project Manager:	Abedon Fimbres
District:	2
Length:	0.5 miles
Detours:	N/A
IGA Partnerships:	Potential agreement with the Town of Gilbert
Est. Construction Date:	N/A
Right-of-way:	N/A

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$200
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$9	\$3	\$5	\$1	\$0	\$0	\$0	\$6
Project Total	\$9	\$3	\$5	\$201	\$0	\$0	\$0	\$206
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$9	\$3	\$5	\$201	\$0	\$0	\$0	\$206





Gilbert Road

McDowell Road to SR 87, with low water crossing

Work Order #68957 (T081)

This project consists of the design and construction of a six-lane roadway from McDowell Road to Thomas Road. In addition, a two-lane northbound roadway will be designed and constructed from Thomas Road to SR 87 through the Salt River bottom and a two-lane southbound roadway from SR 87 to Thomas Road using the existing bridge at the Salt River.

Key Issues

- Environmental issues regarding the proximity of the Salt River.
- Right-of-way on tribal land.
- Forming financial partnerships to extend the project to SR 87 and include widening McDowell Road from Mesa drive to Gilbert Road to include a sound wall.
- Included in the MAG Regional Transportation Plan.

Map Reference: NE-92



Project Manager: Tom Larson

District: 2

Length: 2.75 miles

Detours: Construction sequencing will eliminate road closures

IGA Partnerships: City of Mesa
ADOT
SRPMIC
FHWA funding via MAG

Est. Construction Date: Contingent on grant of right-of-way by Salt River Pima-Maricopa Indian Community

Right-of-way: Additional right-of-way (110' from standard) is being purchased from the Salt River Pima-Maricopa Indian Community and home owners on the east side of the road.

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$1,726	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$4,260	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$527	\$102	\$425	\$0	\$0	\$0	\$0	\$425
Utilities	\$14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$1,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$8,696	\$0	\$8,696	\$0	\$0	\$0	\$0	\$8,696
MCDOT Labor	\$806	\$621	\$185	\$0	\$0	\$0	\$0	\$185
Project Total	\$17,729	\$723	\$9,306	\$0	\$0	\$0	\$0	\$9,306
Reimbursements	(\$3,021)	(\$521)	(\$2,500)	\$0	\$0	\$0	\$0	(\$2,500)
MCDOT Net Cost	\$14,708	\$202	\$6,806	\$0	\$0	\$0	\$0	\$6,806





Greenway Road at Loop 303

Work Order #12617 (T160)

This project will install traffic signals at the intersection to improve safety, reduce congestion, and improve traffic flow.

Map Reference: NW-93

Key Issues

None



Project Manager: Chris Kmetty
District: 4
Length: N/A
Detours: N/A
IGA Partnerships: City of Surprise
Est. Construction Date: FY 2005
Right-of-way: N/A

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$50	\$0	\$50	\$0	\$0	\$0	\$0	\$50
Environmental	\$9	\$0	\$9	\$0	\$0	\$0	\$0	\$9
Utilities	\$20	\$0	\$20	\$0	\$0	\$0	\$0	\$20
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$544	\$0	\$544	\$0	\$0	\$0	\$0	\$544
MCDOT Labor	\$87	\$0	\$87	\$0	\$0	\$0	\$0	\$87
Project Total	\$710	\$0	\$710	\$0	\$0	\$0	\$0	\$710
Reimbursements	(\$375)	\$0	(\$375)	\$0	\$0	\$0	\$0	(\$375)
MCDOT Net Cost	\$335	\$0	\$335	\$0	\$0	\$0	\$0	\$335



Approved by the Board of Supervisors on July 12, 2004



Lindsay Road Williams Field Road to Ray Road

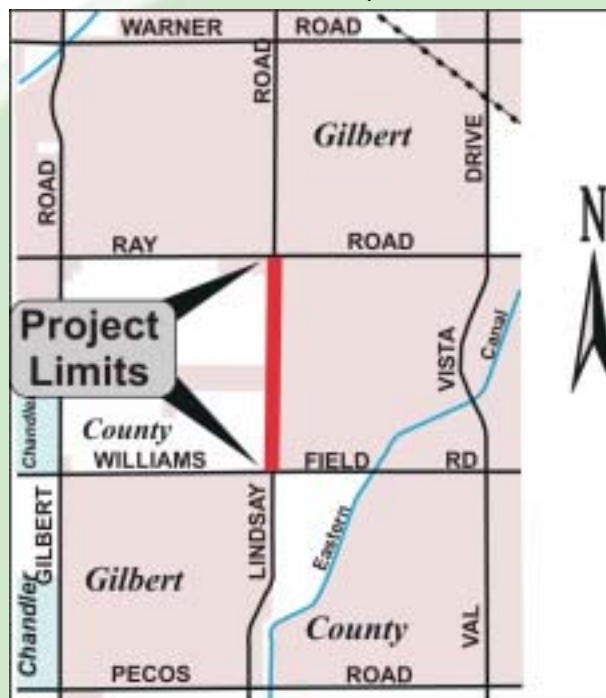
Work Order #68997 (T105)

The Town of Gilbert will construct a five-lane section to ease congestion and improve traffic safety. The project involves the expansion and overhaul of an existing structure. MCDOT is a partner on this project through an IGA. The Town of Gilbert will be the lead agency.

Map Reference: SE-94

Key Issues

- Several SRP and private irrigation channels and associated structures will require relocation or reconstruction.
- Traffic volumes are expected to increase significantly over the next 20 years, creating congestion.



Project Manager: Abedon Fimbres
District: 1
Length: 1 miles
Detours: N/A
IGA Partnerships: Town of Gilbert
Est. Construction Date: FY 2004
Right-of-way: Town of Gilbert standards

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$1,626	\$0	\$1,626	\$0	\$0	\$0	\$0	\$1,626
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$2	\$0	\$2	\$0	\$0	\$0	\$0	\$2
Project Total	\$1,628	\$0	\$1,628	\$0	\$0	\$0	\$0	\$1,628
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$1,628	\$0	\$1,628	\$0	\$0	\$0	\$0	\$1,628





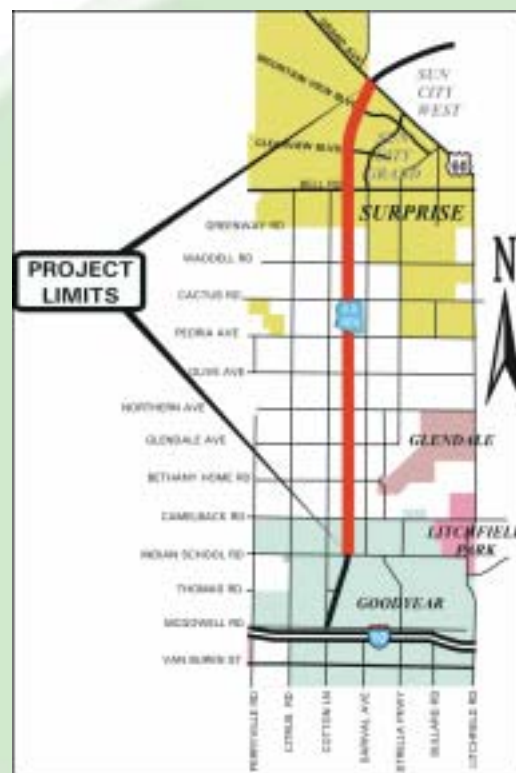
Loop 303 I-10 to US 60 Work Order #69016 (T109)

This project is to establish a Design Concept Report phased construction of the ultimate 6-8 lane freeway.

Map Reference: NW-95

Key Issues

- Funding and programming in the TIP.
- Roadway classification at MAG.
- Right-of-way requirements.
- Federal Environmental Assessment and permitting.
- Contract with the consultant on hold until the November 2004 election.



Project Manager:	Sami Ayoub
District:	4
Length:	15 miles
Detours:	None anticipated
IGA Partnerships:	ADOT
Est. Construction Date:	This project is currently funded for a Design Concept Report only
Right-of-way:	300' right-of-way needed along the roadway, 600' right-of-way needed at grade-separated intersections, and additional right-of-way needed for interchanges

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$1,586	\$1,386	\$200	\$0	\$0	\$0	\$0	\$200
Right-of-Way	\$54	\$54	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$32	\$32	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$9,000	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$300	\$300	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$38,000	\$38,000	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$263	\$258	\$5	\$0	\$0	\$0	\$0	\$5
Project Total	\$49,235	\$49,030	\$205	\$0	\$0	\$0	\$0	\$205
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$49,235	\$49,030	\$205	\$0	\$0	\$0	\$0	\$205





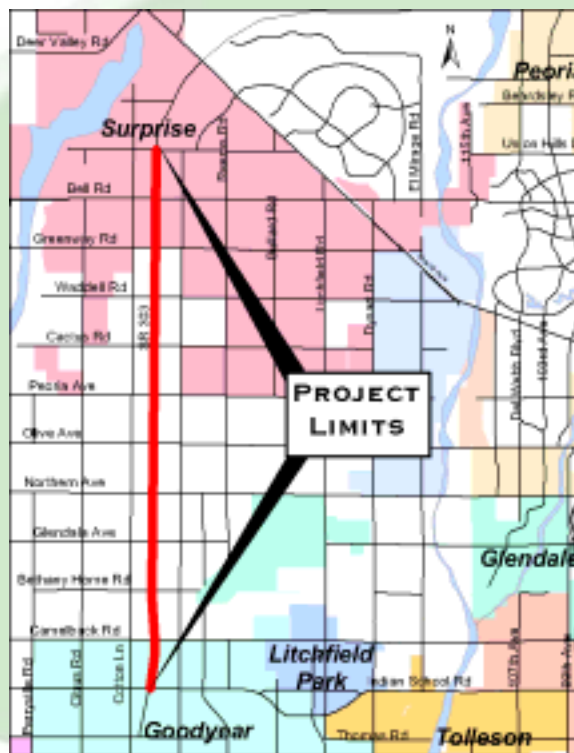
Loop 303 Safety Improvements Indian School Road to Clearview Boulevard Work Order #69073 (T169)

The purpose of this project is to design safety improvements for this existing two-lane roadway. Proposed improvements may include widening it from two to four lanes and making intersection improvements.

Map Reference: NW-96

Key Issues

- Improve safety.
- Increase capacity.



Project Manager:	To be determined
District:	4
Length:	11 miles
Detours:	N/A
IGA Partnerships:	None
Est. Construction Date:	This project is currently funded for design only
Right-of-way:	N/A

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$1,200	\$0	\$1,000	\$200	\$0	\$0	\$0	\$1,200
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$30	\$0	\$20	\$10	\$0	\$0	\$0	\$30
Project Total	\$1,230	\$0	\$1,020	\$210	\$0	\$0	\$0	\$1,230
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$1,230	\$0	\$1,020	\$210	\$0	\$0	\$0	\$1,230





Loop 303

Indian School Road to Camelback Road

Work Order #69053 (T129)

This project will widen the existing two-lane roadway into a four-lane divided highway with at-grade signalized intersections when warranted.

Map Reference: NW-97

Key Issues

- Funding and programming in the TIP.
- IGA formations with the municipalities.
- Drainage issues.
- Right-of-way reversion litigation.



Project Manager: Sami Ayoub

District: 4

Length: 1 mile

Detours: N/A

IGA Partnerships: None

Est. Construction Date: FY 2008

Right-of-way: Additional right-of-way will be required

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$290	\$0	\$0	\$290	\$0	\$0	\$0	\$290
Right-of-Way	\$1,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$1,000
Environmental	\$10	\$0	\$0	\$10	\$0	\$0	\$0	\$10
Utilities	\$500	\$0	\$0	\$0	\$500	\$0	\$0	\$500
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$2,200	\$0	\$0	\$0	\$0	\$2,200	\$0	\$2,200
MCDOT Labor	\$94	\$0	\$4	\$40	\$10	\$40	\$0	\$94
Project Total	\$4,094	\$0	\$4	\$340	\$1,510	\$2,240	\$0	\$4,094
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$4,094	\$0	\$4	\$340	\$1,510	\$2,240	\$0	\$4,094





Loop 303

Camelback Road to Bethany Home Road

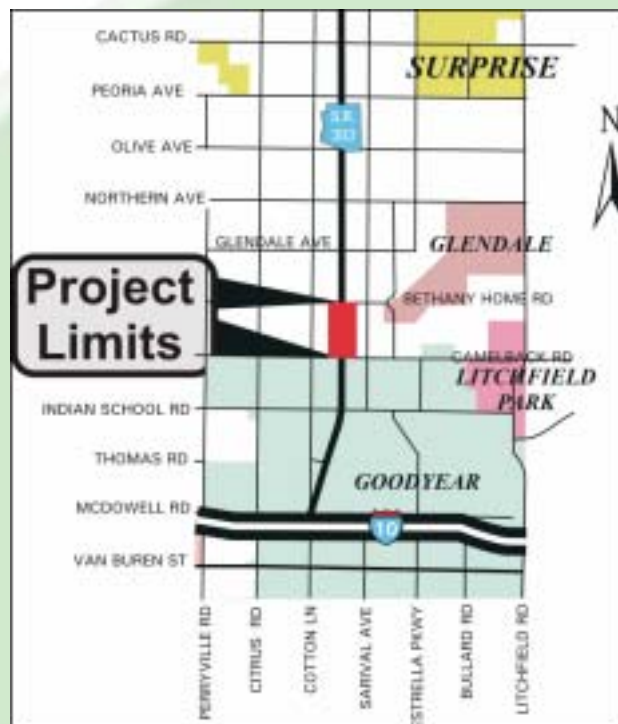
Work Order #69054 (T130)

This project will widen the existing two-lane roadway to a four-lane divided highway with at-grade signalized intersections when warranted.

Map Reference: NW-98

Key Issues

- Funding and programming in the TIP.
- IGA formations with the municipalities.
- Drainage issues.
- Right-of-way reversion litigation.



Project Manager: Sami Ayoub

District: 4

Length: 1 mile

Detours: N/A

IGA Partnerships: None

Est. Construction Date: FY 2008

Right-of-way: Additional right-of-way will be required.

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$290	\$0	\$0	\$290	\$0	\$0	\$0	\$290
Right-of-Way	\$1,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$1,000
Environmental	\$10	\$0	\$0	\$10	\$0	\$0	\$0	\$10
Utilities	\$500	\$0	\$0	\$0	\$500	\$0	\$0	\$500
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$2,200	\$0	\$0	\$0	\$0	\$2,200	\$0	\$2,200
MCDOT Labor	\$74	\$0	\$4	\$20	\$10	\$40	\$0	\$74
Project Total	\$4,074	\$0	\$4	\$320	\$1,510	\$2,240	\$0	\$4,074
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$4,074	\$0	\$4	\$320	\$1,510	\$2,240	\$0	\$4,074





Loop 303

Bethany Home Road to Glendale Avenue

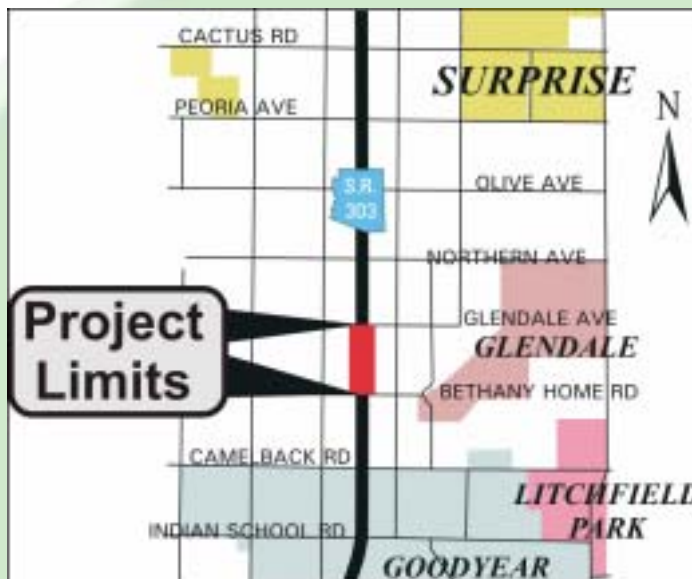
Work Order #69055 (T131)

This project will widen the existing two-lane roadway into a four-lane divided highway with at-grade signalized intersections when warranted.

Map Reference: NW-99

Key Issues

- Funding and programming with the TIP.
- IGA formations with the municipalities.
- Drainage issues.
- Right-of-way reversion litigation.



Project Manager: Sami Ayoub

District: 4

Length: 1 mile

Detours: N/A

IGA Partnerships: None

Est. Construction Date: FY 2008

Right-of-way: Additional right-of-way will be required

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$290	\$0	\$290	\$0	\$0	\$0	\$0	\$290
Right-of-Way	\$1,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$1,000
Environmental	\$10	\$0	\$0	\$10	\$0	\$0	\$0	\$10
Utilities	\$500	\$0	\$0	\$0	\$500	\$0	\$0	\$500
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$2,200	\$0	\$0	\$0	\$0	\$2,200	\$0	\$2,200
MCDOT Labor	\$74	\$0	\$4	\$20	\$10	\$40	\$0	\$74
Project Total	\$4,074	\$0	\$294	\$30	\$1,510	\$2,240	\$0	\$4,074
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$4,074	\$0	\$294	\$30	\$1,510	\$2,240	\$0	\$4,074





Loop 303

Cactus Road to Waddell Road

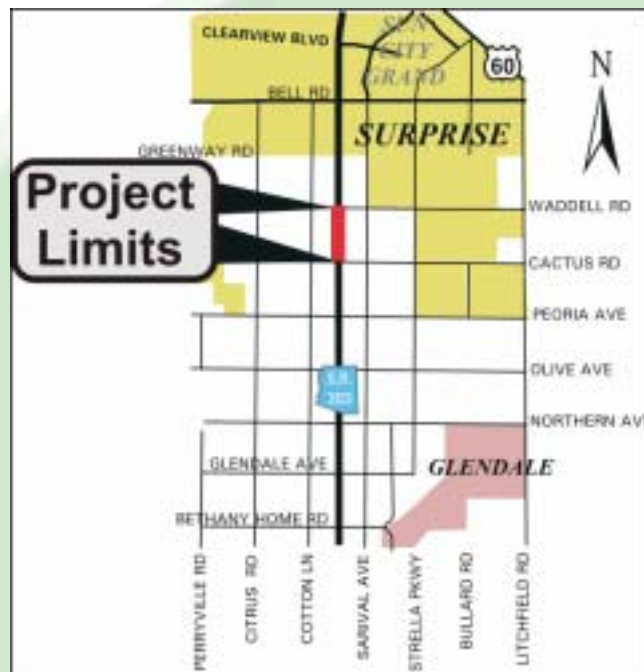
Work Order #69056 (T132)

This project will produce design plans for widening the existing two-lane roadway into a four-lane divided highway with at-grade signalized intersections when warranted.

Map Reference: NW-100

Key Issues

- Funding and programming in the TIP.
- IGA formations with municipalities.
- Drainage issues.
- Right-of-way reversion litigation.



Project Manager: Sami Ayoub

District: 4

Length: 1 mile

Detours: N/A

IGA Partnerships: None

Est. Construction Date: This project is currently funded for design only

Right-of-way: Additional right-of-way will be required

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$300	\$0	\$0	\$0	\$300	\$0	\$0	\$300
Right-of-Way	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$10	\$0	\$0	\$0	\$0	\$10	\$0	\$10
Utilities	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$2,750	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$57	\$0	\$1	\$1	\$45	\$10	\$0	\$57
Project Total	\$4,617	\$0	\$1	\$1	\$345	\$20	\$0	\$367
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$4,617	\$0	\$1	\$1	\$345	\$20	\$0	\$367





Loop 303

Waddell Road to Greenway Road

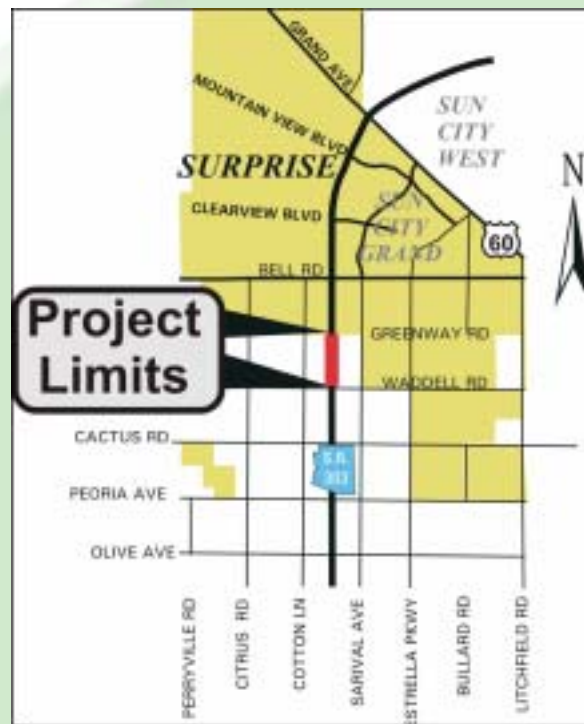
Work Order #69057 (T133)

This project will provide design plans for widening the existing two-lane roadway into a four-lane divided highway with at-grade signalized intersections when warranted.

Map Reference: NW-101

Key Issues

- Funding and programming in the TIP.
- IGA formations with the municipalities.
- Drainage issues.
- Right-of-way reversion litigation.



Project Manager: Sami Ayoub

District: 4

Length: 1 mile

Detours: N/A

IGA Partnerships: None

Est. Construction Date: This project is currently funded for design only

Right-of-way: Additional right-of-way will be required

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$300	\$0	\$0	\$0	\$300	\$0	\$0	\$300
Right-of-Way	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$10	\$0	\$0	\$0	\$0	\$10	\$0	\$10
Utilities	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$2,750	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$47	\$0	\$1	\$1	\$25	\$20	\$0	\$47
Project Total	\$4,607	\$0	\$1	\$1	\$325	\$30	\$0	\$357
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$4,607	\$0	\$1	\$1	\$325	\$30	\$0	\$357





Loop 303 Greenway Road to Bell Road

Work Order #69058 (T134)

This project will provide design plans for the widening of the existing two-lane roadway to a four-lane divided highway with at-grade signalized intersections when warranted.

Map Reference: NW-102

Key Issues

- Funding and programming in the TIP.
- IGA formations with the municipalities.
- Drainage issues.



Project Manager:	Sami Ayoub
District:	4
Length:	1 mile
Detours:	N/A
IGA Partnerships:	None
Est. Construction Date:	This project is currently funded for design only
Right-of-way:	Additional right-of-way will be required

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$300	\$0	\$0	\$0	\$300	\$0	\$0	\$300
Right-of-Way	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$10	\$0	\$0	\$0	\$0	\$10	\$0	\$10
Utilities	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$2,750	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$37	\$0	\$1	\$1	\$25	\$10	\$0	\$37
Project Total	\$4,597	\$0	\$1	\$1	\$325	\$20	\$0	\$347
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$4,597	\$0	\$1	\$1	\$325	\$20	\$0	\$347





Lower Buckeye Road at 67th Avenue

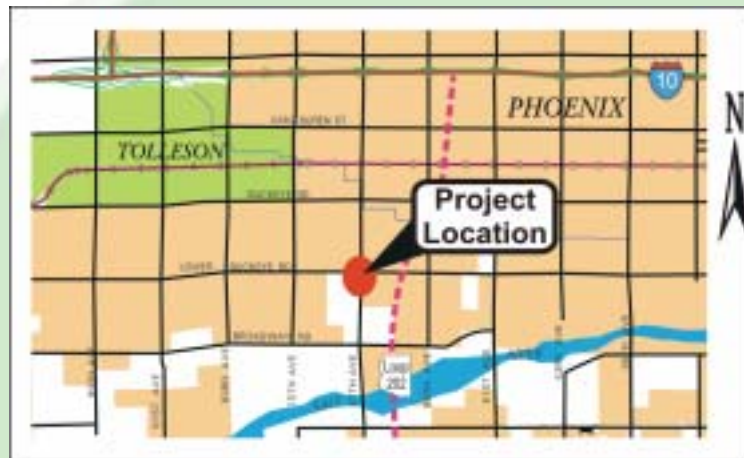
Work Order #12615 (T158)

This project will install traffic signals at the intersection to improve safety, reduce congestion, and improve traffic flow.

Map Reference: SW-103

Key Issues

None



Project Manager: Chris Kmetty
District: 5
Length: Intersection spot improvement
Detours: None anticipated
IGA Partnerships: None
Est. Construction Date: FY 2006
Right-of-way: N/A

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$20	\$0	\$20	\$0	\$0	\$0	\$0	\$20
Environmental	\$4	\$0	\$4	\$0	\$0	\$0	\$0	\$4
Utilities	\$80	\$0	\$80	\$0	\$0	\$0	\$0	\$80
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$275	\$0	\$0	\$275	\$0	\$0	\$0	\$275
MCDOT Labor	\$44	\$0	\$22	\$22	\$0	\$0	\$0	\$44
Project Total	\$423	\$0	\$126	\$297	\$0	\$0	\$0	\$423
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$423	\$0	\$126	\$297	\$0	\$0	\$0	\$423





MC 85

Turner Road to 75th Avenue, Corridor Study Update

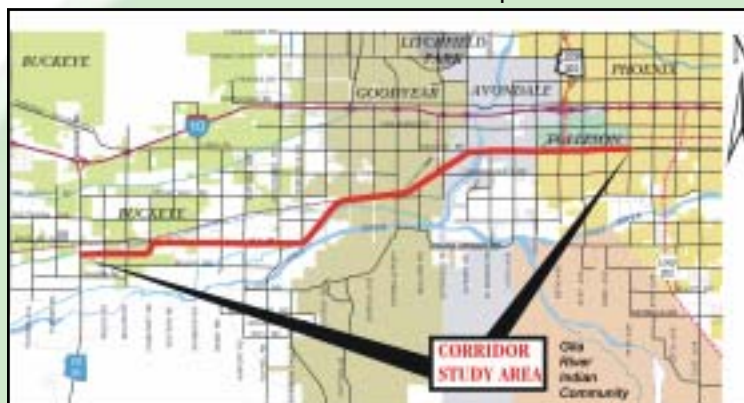
Work Order #69070 (T166)

This project will update the existing corridor study to reflect current roadway conditions and future traffic volumes anticipated to use the road.

Key Issues

- Access control.
- Partnerships.
- Ultimate and interim program features.

Map Reference: SW-104



Project Manager:	Tom Larson
District:	4 & 5
Length:	25 miles
Detours:	N/A
IGA Partnerships:	None
Est. Construction Date:	Funded for corridor study update only
Right-of-way:	N/A

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$300	\$0	\$300	\$0	\$0	\$0	\$0	\$300
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$30	\$0	\$30	\$0	\$0	\$0	\$0	\$30
Project Total	\$330	\$0	\$330	\$0	\$0	\$0	\$0	\$330
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$330	\$0	\$330	\$0	\$0	\$0	\$0	\$330





MC 85

Extension: Turner Road to SR 85

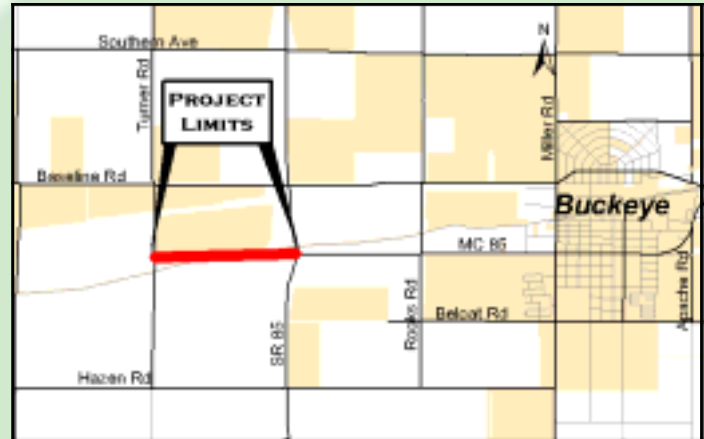
Work Order #69075 (T171)

This project is to design and construct an interim two-lane minor collector road. Arizona Department of Transportation will reimburse MCDOT for the cost of this project.

Key Issues

- Coordinating the improvements with ADOT.
- IGA with ADOT.

Map Reference: SW-105



Project Manager: Sami Ayoub
 District: 4
 Length: 1 mile
 Detours: None anticipated
 IGA Partnerships: ADOT
 Est. Construction Date: FY 2006
 Right-of-way: Standard

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$109	\$0	\$109	\$0	\$0	\$0	\$0	\$109
Right-of-Way	\$629	\$0	\$200	\$429	\$0	\$0	\$0	\$629
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$100	\$0	\$0	\$100	\$0	\$0	\$0	\$100
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$1,043	\$0	\$0	\$1,043	\$0	\$0	\$0	\$1,043
MCDOT Labor	\$91	\$0	\$60	\$31	\$0	\$0	\$0	\$91
Project Total	\$1,972	\$0	\$369	\$1,603	\$0	\$0	\$0	\$1,972
Reimbursements	(\$1,972)	\$0	(\$369)	(\$1,603)	\$0	\$0	\$0	(\$1,972)
MCDOT Net Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0





MC 85

at Miller Road

Work Order #12620 (T163)

This project will **install traffic signals** at the intersection to improve safety, reduce congestion, and improve traffic flow.

Map Reference: SW-106

Key Issues

None



Project Manager: Chris Kmetty
 District: 4
 Length: N/A
 Detours: N/A
 IGA Partnerships: Potential agreement with the Town of Buckeye
 Est. Construction Date: FY 2006
 Right-of-way: N/A

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$4	\$0	\$4	\$0	\$0	\$0	\$0	\$4
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$250	\$0	\$0	\$250	\$0	\$0	\$0	\$250
MCDOT Labor	\$40	\$0	\$20	\$20	\$0	\$0	\$0	\$40
Project Total	\$294	\$0	\$24	\$270	\$0	\$0	\$0	\$294
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$294	\$0	\$24	\$270	\$0	\$0	\$0	\$294





MC 85

Jackrabbit Trail to Perryville Road

Work Order #69059 (T135)

This project will develop a Design Concept Report to study the widening of the road so right-of-way needs can be identified and planned, and accurate cost estimates can be made for increasing the capacity and safety of the roadway.

Key Issues

- Land uses.
- Truck traffic.
- Drainage.
- Potential partnerships.

Map Reference: SW-107



Project Manager:	Samir Hatab
District:	4
Length:	1 mile
Detours:	N/A
IGA Partnerships:	None
Est. Construction Date:	This project is funded for 30% Design Concept Report only
Right-of-way:	N/A

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$325	\$125	\$0	\$0	\$200	\$0	\$0	\$200
Right-of-Way	\$300	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$1,375	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$32	\$0	\$1	\$1	\$25	\$5	\$0	\$32
Project Total	\$2,032	\$125	\$1	\$1	\$225	\$5	\$0	\$232
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$2,032	\$125	\$1	\$1	\$225	\$5	\$0	\$232



Approved by the Board of Supervisors on July 12, 2004



MC 85

Perryville Road to Cotton Lane

Work Order #69060 (T136)

This project will develop a Design Concept Report to study the widening of the road so right-of-way and roadway needs can be identified and planned, and accurate cost estimates can be made for increasing the capacity and safety of the roadway.

Map Reference: SW-108

Key Issues

- Land uses.
- Truck traffic.
- Drainage.
- Potential partnerships.



Project Manager:	Tom Larson
District:	4
Length:	2.76 miles
Detours:	N/A
IGA Partnerships:	None
Est. Construction Date:	This project is funded for 30% Design Concept Report only
Right-of-way:	N/A

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$870	\$0	\$0	\$0	\$400	\$0	\$0	\$400
Right-of-Way	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$50	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$5,250	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$600	\$0	\$1	\$1	\$40	\$0	\$0	\$42
Project Total	\$8,770	\$0	\$1	\$1	\$440	\$0	\$0	\$442
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$8,770	\$0	\$1	\$1	\$440	\$0	\$0	\$442





MC 85

Cotton Lane to Estrella Parkway

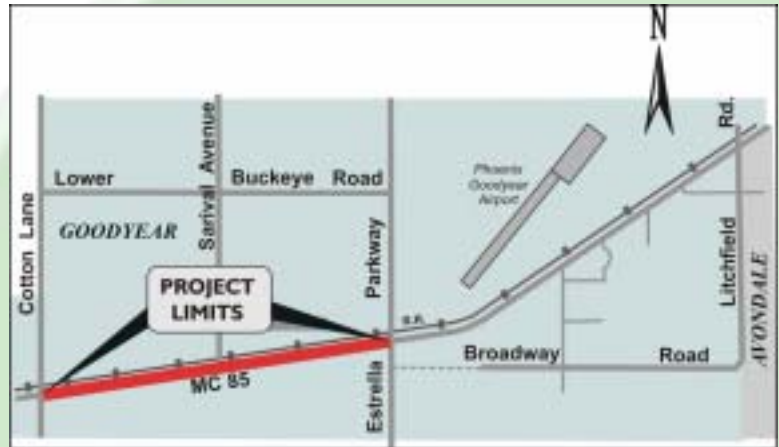
Work Order #68960 (T083)

This project will **reconstruct** MC 85 from a two-lane collector roadway to a five-lane arterial with continuous bike lanes.

Map Reference: SW-109

Key Issues

- Utility relocations, drainage, and irrigation.
- Railroad crossings.
- Coordination with all entities involved.



Project Manager:	Tom Larson
District:	4
Length:	2 miles
Detours:	None anticipated
IGA Partnerships:	Potential agreement with the City of Goodyear
Est. Construction Date:	Fall 2008
Right-of-way:	The existing right-of-way varies from 50'-120' and the proposed width of the required right-of-way is 150'-200'

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$360	\$360	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$97	\$97	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$103	\$103	\$0	\$0	\$0	\$0	\$0	\$103
Utilities	\$950	\$0	\$0	\$0	\$700	\$250	\$0	\$950
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$3,080	\$0	\$0	\$0	\$0	\$3,080	\$0	\$3,080
MCDOT Labor	\$263	\$224	\$1	\$3	\$5	\$30	\$0	\$39
Project Total	\$4,853	\$784	\$1	\$3	\$705	\$3,360	\$0	\$4,069
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$4,853	\$784	\$1	\$3	\$705	\$3,360	\$0	\$4,069





MC 85

Estrella Parkway to Litchfield Road

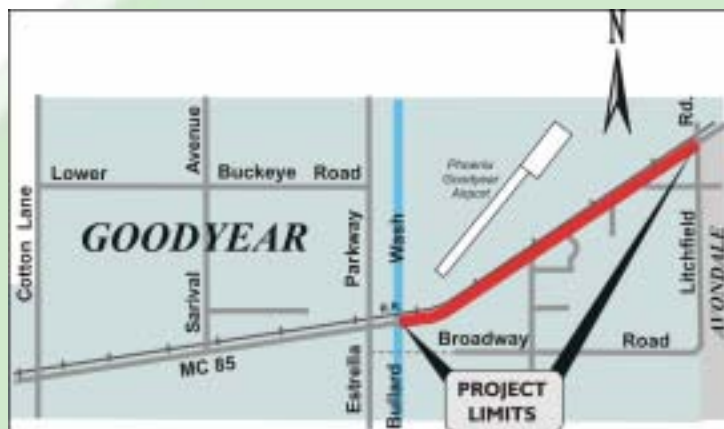
Work Order #68959 (T082)

This project will reconstruct MC 85 from two to five lanes with a continuous left-turn lane.

Key Issues

- Drainage, right-of-way and utilities.
- Roadway design is complete.

Map Reference: SW-110



Project Manager:	Samir Hatab
District:	4
Length:	2 miles
Detours:	N/A
IGA Partnerships:	City of Goodyear
Est. Construction Date:	Summer 2004
Right-of-way:	An additional 70' of right-of-way will be purchased on the south side of the roadway

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$325	\$325	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$300	\$300	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$2,775	\$0	\$2,775	\$0	\$0	\$0	\$0	\$2,775
MCDOT Labor	\$55	\$0	\$55	\$0	\$0	\$0	\$0	\$55
Project Total	\$3,455	\$625	\$2,830	\$0	\$0	\$0	\$0	\$2,830
Reimbursements	(\$637)	\$0	(\$637)	\$0	\$0	\$0	\$0	-\$637
MCDOT Net Cost	\$2,818	\$625	\$2,193	\$0	\$0	\$0	\$0	\$2,193





MC 85

107th Avenue to 91st Avenue

Work Order #69024 (T112)

This project will design and construct a four-lane interim roadway with a raised center median.

Key Issues

- Impact on existing urban development.
- Turning lane location and length.
- Development in area.
- Right-of-way.
- Irrigation and utility conflicts.

Map Reference: SW-111



Project Manager: Sami Ayoub

District: 5

Length: 2 miles

Detours: None anticipated

IGA Partnerships: Potential agreement with the City of Phoenix

Est. Construction Date: FY 2008 & FY 2009

Right-of-way: The City of Phoenix has requested 140' of right-of-way with median openings every 1/8 of a mile

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$970	\$70	\$900	\$0	\$0	\$0	\$0	\$900
Right-of-Way	\$2,900	\$0	\$0	\$0	\$2,900	\$0	\$0	\$2,900
Environmental	\$10	\$0	\$0	\$10	\$0	\$0	\$0	\$10
Utilities	\$2,100	\$0	\$0	\$0	\$0	\$2,100	\$0	\$2,100
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$8,410	\$0	\$0	\$0	\$0	\$990	\$7,420	\$8,410
MCDOT Labor	\$129	\$3	\$35	\$30	\$10	\$20	\$31	\$126
Project Total	\$14,519	\$73	\$935	\$40	\$2,910	\$3,110	\$7,451	\$14,446
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$14,519	\$73	\$935	\$40	\$0	\$0	\$0	\$14,446





MC 85

91st Avenue to 75th Avenue

Work Order #69025 (T113)

This project will design and construct an interim four-lane roadway with a raised center median.

Map Reference: SW-112

Key Issues

- Development in area.
- Turning lanes location and length.
- Irrigation and utility conflicts.



Project Manager: Sami Ayoub

District: 5

Length: 2 miles

Detours: None anticipated

IGA Partnerships: Potential agreement with the City of Phoenix

Est. Construction Date: FY 2008

Right-of-way: The City of Phoenix has requested 140' of right-of-way with median openings every 1/8 of a mile

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$400	\$100	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$3,400	\$0	\$0	\$3,400	\$0	\$0	\$0	\$3,400
Environmental	\$12	\$12	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$2,600	\$0	\$0	\$0	\$2,600	\$0	\$0	\$2,600
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$8,100	\$0	\$0	\$0	\$0	\$8,100	\$0	\$8,100
MCDOT Labor	\$80	\$0	\$10	\$20	\$20	\$30	\$0	\$80
Project Total	\$14,592	\$112	\$10	\$3,420	\$2,620	\$8,130	\$0	\$14,180
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$14,592	\$112	\$10	\$3,420	\$0	\$0	\$0	\$14,180





McDowell Mountain Road

Town of Fountain Hills City Limits to Forest Road

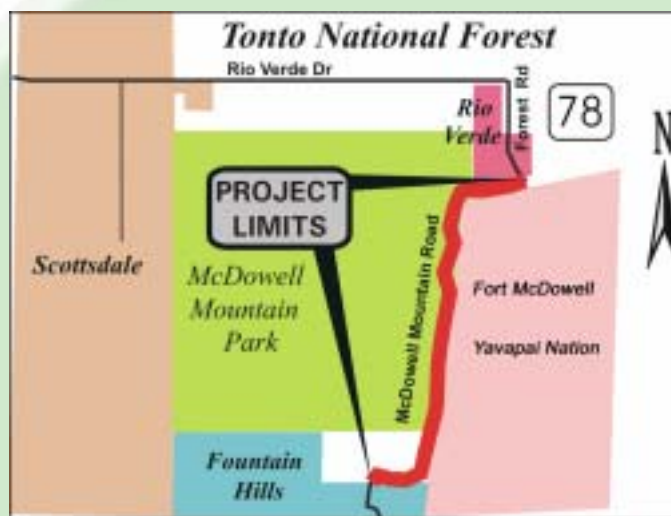
Work Order #69007 (T108)

This project will **widen the existing pavement** by five feet on each side of the roadway, from the Fountain Hills City Limits to Forest Road, to create a safer environment for bicycle lanes.

Map Reference: NE-113

Key Issues

- The paved surface will make the roadway safer for all users.
- It provides a place for cyclists to ride outside the travel lanes.
- Removes the necessity for motorists to cross the center line to pass cyclists.



Project Manager: Samir Hatab

District: 2

Length: 8.25 miles (center line miles)

Detours: None anticipated

IGA Partnerships: Federal funds through MAG

Est. Construction Date: FY 2006

Right-of-way: None required

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$1,260	\$0	\$0	\$1,260	\$0	\$0	\$0	\$1,260
MCDOT Labor	\$84	\$14	\$10	\$60	\$0	\$0	\$0	\$70
Project Total	\$1,344	\$14	\$10	\$1,320	\$0	\$0	\$0	\$1,330
Reimbursements	(\$533)	\$0	\$0	(\$533)	\$0	\$0	\$0	(\$533)
MCDOT Net Cost	\$811	\$14	\$10	\$787	\$0	\$0	\$0	\$797





McDowell Road

Alma School Road to SR 87

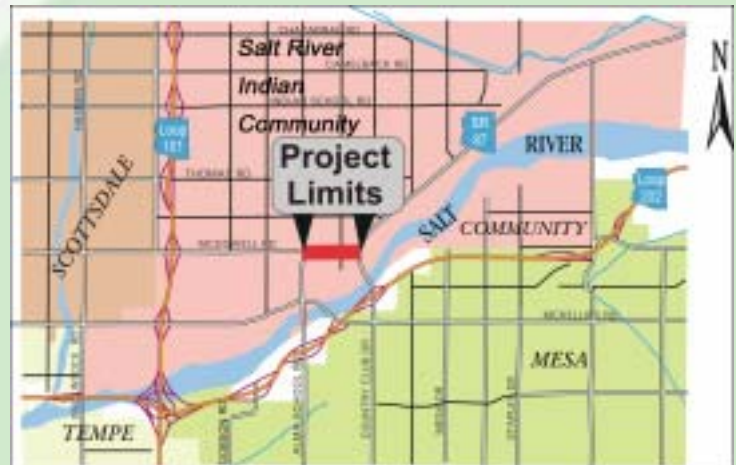
Work Order #69074 (T170)

This project will design McDowell Road to widen it from four lanes to six lanes with a continuous median.

Key Issues

- Right-of-way acquisition.

Map Reference: NE-114



Project Manager: Ray Smith

District: 4

Length: 0.75 miles

Detours: None anticipated

IGA Partnerships: Potential agreement with Salt River Pima-Maricopa Indian Community

Est. Construction Date: Design only FY 2005

Right-of-way: Additional right-of-way will be required

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$300	\$0	\$300	\$0	\$0	\$0	\$0	\$300
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$20	\$0	\$20	\$0	\$0	\$0	\$0	\$20
Project Total	\$320	\$0	\$320	\$0	\$0	\$0	\$0	\$320
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$320	\$0	\$320	\$0	\$0	\$0	\$0	\$320





McQueen Road

Queen Creek Road to Pecos Road

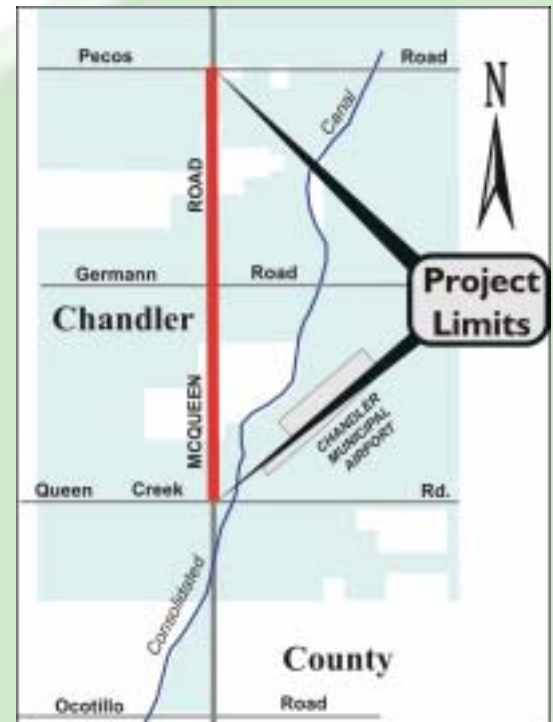
Work Order #68949 (T076)

This project will widen the existing two-lane roadway to a six-lane roadway between Queen Creek Road and Pecos Road with a combination raised and striped center median. City of Chandler is the lead agency for construction of the project.

Map Reference: SE-115

Key Issues

- Coordination with City of Chandler and ADOT.
- Coordinate construction schedule of McQueen Road with freeway construction.
- Consideration of access control in areas of future development.
- Accommodation of roadway drainage in retention basins.



Project Manager: Abedon Fimbres

District: 1

Length: 2 miles

Detours: The road will remain open

IGA Partnerships: City of Chandler

Est. Construction Date: Spring 2005

Right-of-way: The existing right-of-way varies between 66' and 11'. The proposed new width is 130'

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$4,200	\$0	\$4,200	\$0	\$0	\$0	\$0	\$4,200
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$70	\$0	\$70	\$0	\$0	\$0	\$0	\$70
Project Total	\$4,270	\$0	\$4,270	\$0	\$0	\$0	\$0	\$4,270
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$4,270	\$0	\$4,270	\$0	\$0	\$0	\$0	\$4,270





Meridian Road

Hunt Highway to Baseline Road, Corridor Study

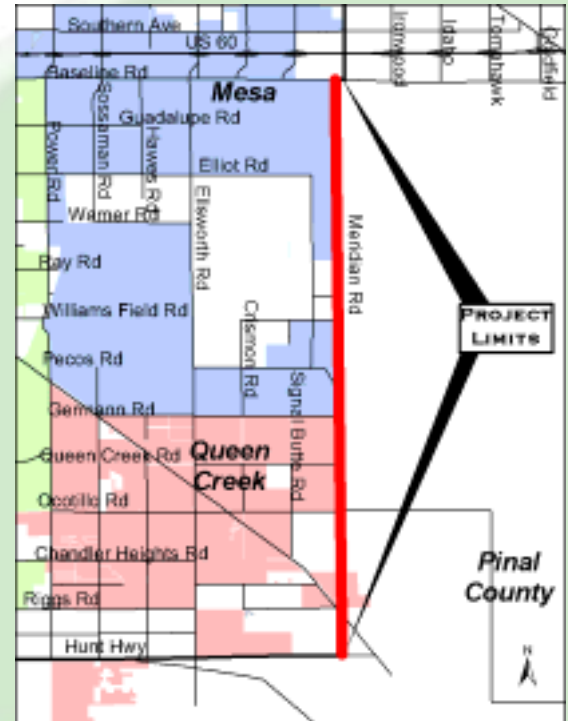
Work Order #69064 (T140)

This project will develop a corridor study to investigate alignment alternatives for existing and future traffic demand, land uses, ROW needs, and project budget for future construction of the road. Meridian Road serves as the boundary line between Maricopa County and Pinal County.

Map Reference: SE-116

Key Issues

- Access Control.
- Ultimate and interim design features.
- Included in the MAG Regional Transportation Plan.



Project Manager: Leo Trinidad

District: 1 & 2

Length: 12.5 miles

Detours: N/A

IGA Partnerships: None

Est. Construction Date: Funded for corridor study only

Right-of-way: N/A

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$200	\$125	\$75	\$0	\$0	\$0	\$0	\$75
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$60	\$55	\$5	\$0	\$0	\$0	\$0	\$5
Project Total	\$260	\$180	\$80	\$0	\$0	\$0	\$0	\$80
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$260	\$180	\$80	\$0	\$0	\$0	\$0	\$80





Missouri Avenue at Dysart Road

Work Order #12619 (T162)

This project will **install traffic signals** at the intersection to improve safety, reduce congestion, and improve traffic flow.

Key Issues

none

Map Reference: NW-117



Project Manager: Chris Kmetty
District: 4
Length: N/A
Detours: N/A
IGA Partnerships: None
Est. Construction Date: FY 2005
Right-of-way: N/A

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$3	\$0	\$3	\$0	\$0	\$0	\$0	\$3
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$188	\$0	\$188	\$0	\$0	\$0	\$0	\$188
MCDOT Labor	\$30	\$0	\$30	\$0	\$0	\$0	\$0	\$30
Project Total	\$221	\$0	\$221	\$0	\$0	\$0	\$0	\$221
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$221	\$0	\$221	\$0	\$0	\$0	\$0	\$221





Monterey Avenue at Power Road

Work Order #12621 (T164)

This project will **install traffic signals** at the intersection to improve safety, reduce congestion, and improve traffic flow.

Key Issues

- Coordination with Power Road from Guadalupe Road to Baseline Road (Project #68969).

Map Reference: SE-118



Project Manager: Chris Kmetty

District: 2

Length: N/A

Detours: N/A

IGA Partnerships: Potential agreements with the Town of Gilbert and the City of Mesa

Est. Construction Date: FY 2005

Right-of-way: N/A

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$3	\$0	\$3	\$0	\$0	\$0	\$0	\$3
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$188	\$0	\$188	\$0	\$0	\$0	\$0	\$188
MCDOT Labor	\$30	\$0	\$30	\$0	\$0	\$0	\$0	\$30
Project Total	\$221	\$0	\$221	\$0	\$0	\$0	\$0	\$221
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$221	\$0	\$221	\$0	\$0	\$0	\$0	\$221





Northern Avenue at 107th Avenue

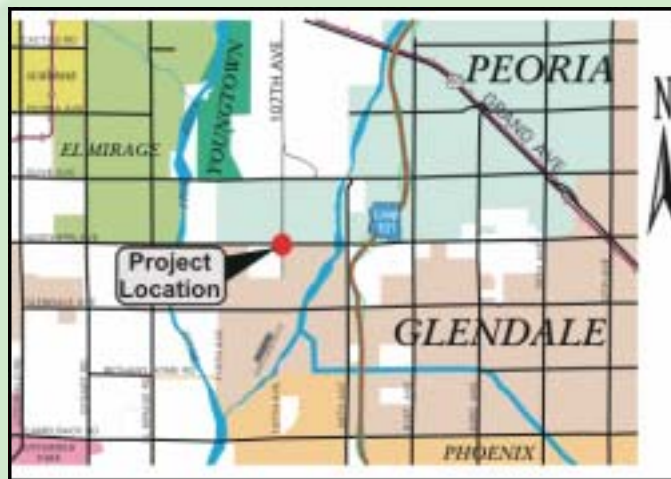
Work Order #12581 (T155)

This project will **install traffic signals** at the intersection to improve safety, reduce congestion, and improve traffic flow.

Key Issues

- Included in the MAG Regional Transportation Plan.

Map Reference: NW-119



Project Manager: Chris Kmetty

District: 4

Length: N/A

Detours: N/A

IGA Partnerships: Potential agreements with the City of Peoria and the City of Glendale

Est. Construction Date: FY 2005 & 2006

Right-of-way: N/A

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$7	\$0	\$7	\$0	\$0	\$0	\$0	\$7
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$438	\$0	\$219	\$219	\$0	\$0	\$0	\$438
MCDOT Labor	\$70	\$0	\$35	\$35	\$0	\$0	\$0	\$70
Project Total	\$515	\$0	\$261	\$254	\$0	\$0	\$0	\$515
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$515	\$0	\$261	\$254	\$0	\$0	\$0	\$515





Ocotillo Road

Alma School Road to Power Road, Corridor Study

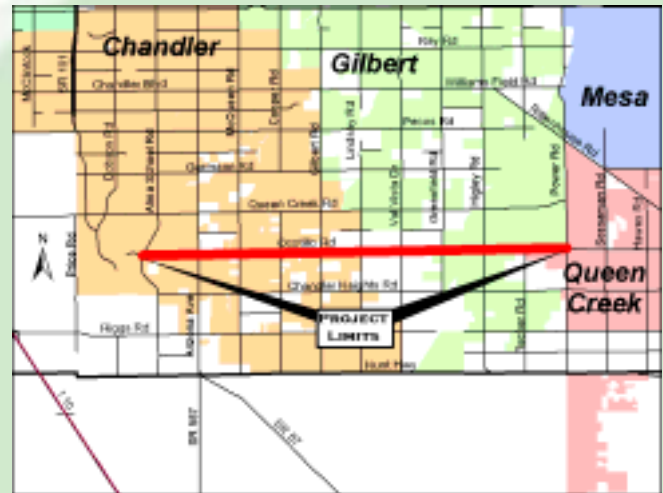
Work Order #69062 (T138)

This project will develop a corridor study report to investigate the widening of the road so right-of-way and roadway needs can be identified and planned, and future improvements can be identified for increasing the capacity and safety of the roadway.

Map Reference: SE-120

Key Issues

- Access control.
- Ultimate and interim design features.



Project Manager: Leo Trinidad

District: 2

Length: 10.5 miles

Detours: N/A

IGA Partnerships: None

Est. Construction Date: Funded for corridor study only

Right-of-way: N/A

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$200	\$150	\$50	\$0	\$0	\$0	\$0	\$50
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$60	\$42	\$18	\$0	\$0	\$0	\$0	\$18
Project Total	\$260	\$192	\$68	\$0	\$0	\$0	\$0	\$68
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$260	\$192	\$68	\$0	\$0	\$0	\$0	\$68





Old US 80 Bridge Hassayampa River Work Order #68934 (T073)

This project will provide scour protection to the existing bridge to prevent damage during severe flooding.

Map Reference: SW-121

Key Issues

- Water is in the riverbed most of the year.
- Environmental and archaeological clearance.



Project Manager: Andrzej Wojakiewicz

District: 5

Length: 485 feet (spot improvements)

Detours: None anticipated

IGA Partnerships: None

Est. Construction Date: FY 2005

Right-of-way: Acquisition completed

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$3	\$3	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$16	\$16	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$45	\$45	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$1,243	\$0	\$1,243	\$0	\$0	\$0	\$0	\$1,243
MCDOT Labor	\$193	\$121	\$72	\$0	\$0	\$0	\$0	\$72
Project Total	\$1,500	\$185	\$1,315	\$0	\$0	\$0	\$0	\$1,315
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$1,500	\$185	\$1,315	\$0	\$0	\$0	\$0	\$1,315





Pinnacle Peak Road Lake Pleasant Road to 83rd Avenue

Work Order #69045 (T124)

This project will prepare a Design Concept Report for this section of roadway to determine a scope schedule and budget for the project.

Map Reference: NW-122

Key Issues

- Safety concerns.
- Impact on local residents and businesses in the area.
- Environmental and utility concerns.
- Potential partnerships.



Project Manager: Tom Larson

District: 4

Length: 2 miles

Detours: N/A

IGA Partnerships: Potential agreement with the City of Peoria

Est. Construction Date: This project is currently funded for Design Concept Report only

Right-of-way: The appropriate right-of-way will be acquired to accommodate a future five-lane road section

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$800	\$730	\$70	\$0	\$0	\$0	\$0	\$70
Right-of-Way	\$450	\$450	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$3	\$3	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$100	\$100	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$6,350	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$26	\$21	\$5	\$0	\$0	\$0	\$0	\$5
Project Total	\$7,729	\$1,304	\$75	\$0	\$0	\$0	\$0	\$75
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$7,729	\$1,304	\$75	\$0	\$0	\$0	\$0	\$75





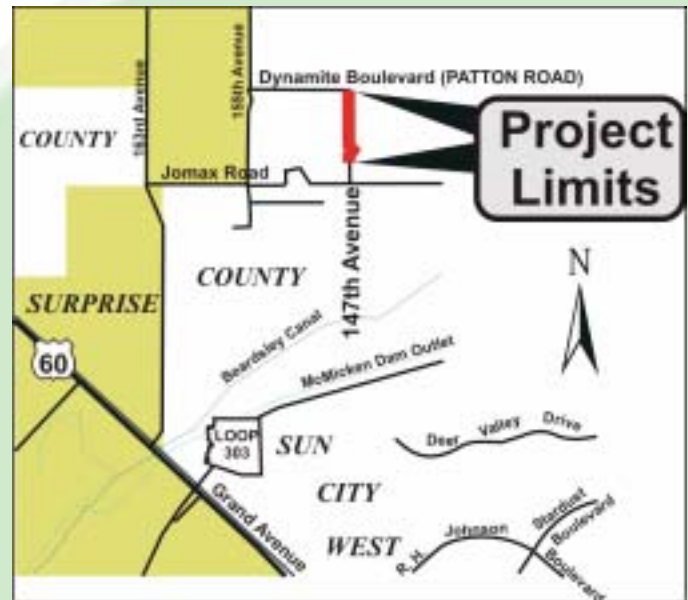
PM₁₀ Roads Phase 3, NE Area Work Order#16208 (T032)

This project is to reduce dust on dirt roads within the PM₁₀ area to ensure compliance with federal and local air quality rules.

Map Reference: see below

Key Issues

None



Project Manager: Ray Smith
District: 4
Length: 0.51 miles
Detours: No detours are anticipated.
IGA Partnerships: FHWA funding via MAG Congestion Mitigation & Air Quality Program.
Est. Construction Date: FY 2005
Right-of-way: Right-of-way condemnations will add extra project costs.

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$197	\$197	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$32	\$32	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$195	\$0	\$195	\$0	\$0	\$0	\$0	\$195
MCDOT Labor	\$25	\$20	\$5	\$0	\$0	\$0	\$0	\$5
Project Total	\$449	\$249	\$200	\$0	\$0	\$0	\$0	\$200
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$449	\$249	\$200	\$0	\$0	\$0	\$0	\$200





PM₁₀ Roads

Phase 4, North Valley

Work Order #16224 (T047)

This project is to reduce dust on dirt roads within the PM₁₀ area to ensure compliance with federal and local air quality rules.

Map Reference: see below

Key Issues

- Reduce dust in neighborhoods.
- Expedite design and construction schedule.
- Cost containment.



Project Manager: Ray Smith

District: 3

Length: 2.65 miles

Detours: None anticipated

IGA Partnerships: FHWA funding via MAG Congestion Mitigation & Air Quality Program

Est. Construction Date: FY 2005 & 2006

Right-of-way: To be determined

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$215	\$65	\$150	\$0	\$0	\$0	\$0	\$150
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$1,150	\$0	\$575	\$575	\$0	\$0	\$0	\$1,150
MCDOT Labor	\$20	\$0	\$10	\$10	\$0	\$0	\$0	\$20
Project Total	\$1,385	\$65	\$735	\$585	\$0	\$0	\$0	\$1,320
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$1,385	\$65	\$735	\$585	\$0	\$0	\$0	\$1,320





PM₁₀ Roads

Phase 4, SE Valley

Work Order #16223 (T046)

This project is to reduce dust on dirt roads within the PM₁₀ area to ensure compliance with federal and local air quality rules.

Map Reference: see below

Key Issues

- Reduce dust in neighborhoods.
- Expedited design and construction schedule.
- Cost containment.



Project Manager: Ray Smith

District: 1

Length: 2.65 miles

Detours: None anticipated

IGA Partnerships: FHWA funding via MAG Congestion Mitigation & Air Quality Program

Est. Construction Date: FY 2005 & 2006

Right-of-way: To be determined

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$215	\$65	\$150	\$0	\$0	\$0	\$0	\$150
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$1,150	\$0	\$575	\$575	\$0	\$0	\$0	\$1,150
MCDOT Labor	\$20	\$0	\$10	\$10	\$0	\$0	\$0	\$20
Project Total	\$1,385	\$65	\$735	\$585	\$0	\$0	\$0	\$1,320
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$1,385	\$65	\$735	\$585	\$0	\$0	\$0	\$1,320





PM₁₀ Roads Phase 4, SW Valley Work Order #16225 (T048)

This project is to reduce dust on dirt roads within the PM₁₀ area to ensure compliance with federal and local air quality rules.

Map Reference: see below

Key Issues

- Reduce dust in neighborhoods.
- Expedited design on construction schedule.
- Cost containment.



Project Manager: Ray Smith
District: 5
Length: 1.5 miles
Detours: None anticipated
IGA Partnerships: FHWA funding via MAG Congestion Mitigation & Air Quality Program
Est. Construction Date: FY 2005 & 2006
Right-of-way: To be determined

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$215	\$65	\$150	\$0	\$0	\$0	\$0	\$150
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$1,150	\$0	\$575	\$575	\$0	\$0	\$0	\$1,150
MCDOT Labor	\$50	\$30	\$10	\$10	\$0	\$0	\$0	\$20
Project Total	\$1,415	\$95	\$735	\$585	\$0	\$0	\$0	\$1,320
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$1,415	\$95	\$735	\$585	\$0	\$0	\$0	\$1,320





PM₁₀ Roads

12th St: Circle Mountain Road to Johnson Road

Work Order #16217 (T040)

This project is to reduce dust on dirt roads within the PM₁₀ area to ensure compliance with federal and local air quality rules. This road was part of an earlier PM₁₀ phase project, but was delayed due to design issues.

Key Issues

- Major wash and two considerable washes.
- New limits: Circle Mountain Road to Johnson Road.

Map Reference: see below



Project Manager:	Samir Hatab
District:	3
Length:	0.65 miles
Detour:	None anticipated
IGA Partnerships:	FHWA funding via MAG Congestion Mitigation & Air Quality Program
Est. Construction Date:	FY 2006
Right-of-way:	State land owned right-of-way will be required

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$375	\$0	\$0	\$375	\$0	\$0	\$0	\$375
MCDOT Labor	\$25	\$0	\$0	\$25	\$0	\$0	\$0	\$25
Project Total	\$400	\$0	\$0	\$400	\$0	\$0	\$0	\$400
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$400	\$0	\$0	\$400	\$0	\$0	\$0	\$400





PM₁₀ Roads Box Bar Trail and Needle Rock Work Order #16216 (T039)

This project is to reduce dust on dirt roads within the PM₁₀ area to ensure compliance with federal and local air quality rules. This road was part of an earlier PM₁₀ phase project, but was delayed due to design and environmental issues.

Key Issues

- Environmental issues.
- Nation Forest cooperation.

Map Reference: see below



Project Manager: Ray Smith
District: 2
Length: 2.8 miles
Detours: None anticipated.
IGA Partnerships: FHWA funding via MAG Congestion Mitigation & Air Quality Program
Est. Construction Date: FY 2005
Right-of-way: Tonto National Forest owns right-of-way

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$8	\$8	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$4	\$4	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$1,095	\$0	\$1,095	\$0	\$0	\$0	\$0	\$1,095
MCDOT Labor	\$33	\$23	\$10	\$0	\$0	\$0	\$0	\$10
Project Total	\$1,140	\$35	\$1,105	\$0	\$0	\$0	\$0	\$1,105
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$1,140	\$35	\$1,105	\$0	\$0	\$0	\$0	\$1,105





PM₁₀ Roads

Circle Mountain Road: Skunk Creek to New River Road

Work Order #16219 (T042)

This project is to reduce dust on dirt roads within the PM₁₀ area to ensure compliance with federal and local air quality rules. This road was part of an earlier PM₁₀ phase project, but was delayed due to design and environmental issues.

Key Issues

- Large wash (Skunk Creek) runs across 13th Avenue.
- Extensive cost.
- Shorten terminus.

Map Reference: see below



Project Manager: Ray Smith

District: 3

Length: 0.95 miles

Detours: None anticipated

IGA Partnerships: FHWA funding via MAG Congestion Mitigation & Air Quality Program

Est. Construction Date: FY 2006

Right-of-way: No additional right-of-way is required

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$30	\$30	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$450	\$0	\$0	\$450	\$0	\$0	\$0	\$450
MCDOT Labor	\$15	\$5	\$5	\$5	\$0	\$0	\$0	\$10
Project Total	\$495	\$35	\$5	\$455	\$0	\$0	\$0	\$460
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$495	\$35	\$5	\$455	\$0	\$0	\$0	\$460



PM₁₀ Roads



Saddle Mountain Rd.: New River Road to 720' west of 12th St. and 16th Street: Joy Ranch to La Salle Road

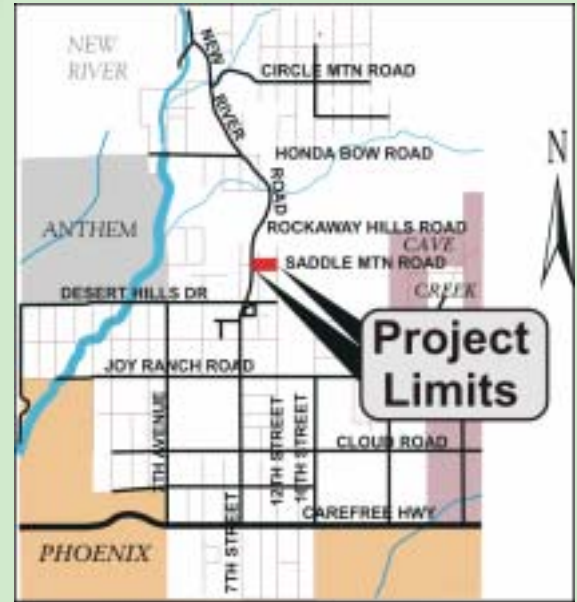
Work Order #16218 (T041)

This project is to reduce dust on dirt roads within the PM₁₀ area to ensure compliance with federal and local air quality rules. This road was part of an earlier PM₁₀ phase project, but was delayed due to design issues.

Map Reference: see below

Key Issues

- Major wash, significant installation cost of a drainage structure.
- Traffic issue.



Project Manager: Samir Hatab
District: 3
Length: 1 mile
Detours: None anticipated
IGA Partnerships: FHWA funding via MAG Congestion Mitigation & Air Quality Program
Est. Construction Date: FY 2005
Right-of-way: MCDOT owns right-of-way

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$400	\$0	\$400	\$0	\$0	\$0	\$0	\$400
MCDOT Labor	\$5	\$0	\$5	\$0	\$0	\$0	\$0	\$5
Project Total	\$405	\$0	\$405	\$0	\$0	\$0	\$0	\$405
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$405	\$0	\$405	\$0	\$0	\$0	\$0	\$405





Power Road Rittenhouse Road to San Tan Freeway

Work Order #69038 (T117)

The Design Concept Report to 30% design was completed in FY 2004. MCDOT will conduct an environmental analysis and develop future partnerships.

Key Issues

- Flood control retention basin southwest of Power and Williams Field.
- Shifting alignment of Williams Field Road west of the RWCD canal.
- Impact on businesses and residents in the area.
- Recommend an alignment, establish an access control plan.
- ASU East campus expansion.
- Included in the MAG Regional Transportation Plan.

Map Reference: SE-131



Project Manager: Nariman Zadeh

District: 1 & 2

Length: 2 miles

Detours: N/A

IGA Partnerships: Potential agreements with the City of Mesa and the Town of Gilbert

Est. Construction Date: To be determined

Right-of-way: Right-of-way width of 140' will be required for the Power Road corridor

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$350	\$350	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$1,300	\$1,300	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$20	\$10	\$10	\$0	\$0	\$0	\$0	\$10
Utilities	\$350	\$350	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$3,900	\$3,900	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$400	\$400	\$0	\$0	\$0	\$0	\$0	\$0
Project Total	\$6,320	\$6,310	\$10	\$0	\$0	\$0	\$0	\$10
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$6,320	\$6,310	\$10	\$0	\$0	\$0	\$0	\$10





Power Road

Guadalupe Road to Baseline Road

Work Order #68969 (T090)

This project will **widen Power Road** between Guadalupe Road and Baseline Road to six travel lanes with a raised center median and construction of two bridges.

Key Issues

- Partnership development.
- Drainage.
- Pending adjacent land development.
- Right-of-way costs.

Map Reference: SE-132



Project Manager: Nariman Zadeh

District: 2

Length: 1 mile

Detours: None anticipated

IGA Partnerships: Potential agreements with the Town of Gilbert and the City of Mesa

Est. Construction Date: FY 2007

Right-of-way: Additional right-of-way will be required

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$517	\$517	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$1,701	\$178	\$0	\$1,523	\$0	\$0	\$0	\$1,523
Environmental	\$18	\$18	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$332	\$332	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$5,750	\$0	\$0	\$0	\$5,750	\$0	\$0	\$5,750
MCDOT Labor	\$235	\$200	\$5	\$5	\$25	\$0	\$0	\$35
Project Total	\$8,553	\$1,245	\$5	\$1,528	\$5,775	\$0	\$0	\$7,308
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$8,553	\$1,245	\$5	\$1,528	\$5,775	\$0	\$0	\$7,308





Queen Creek Road

Arizona Avenue to McQueen Road

Work Order #68966 (T087)

This project will widen Queen Creek Road from four to six lanes with a median.

Map Reference: SE-133

Key Issues

- Utility relocation.
- Union Pacific Railroad crossing.
- Irrigation.
- Included in the MAG Regional Transportation Plan.



Project Manager: Sami Ayoub

District: 1

Length: 1 mile

Detours: None anticipated

IGA Partnerships: Potential agreement with the City of Chandler

Est. Construction Date: FY 2008

Right-of-way: The existing right-of-way is 66' wide. 130'-160' of right-of-way will be required

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$292	\$292	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$706	\$406	\$300	\$0	\$0	\$0	\$0	\$300
Environmental	\$13	\$13	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$700	\$0	\$0	\$700	\$0	\$0	\$0	\$700
IGA Payments	\$300	\$0	\$0	\$0	\$300	\$0	\$0	\$300
Construction	\$3,430	\$0	\$0	\$0	\$0	\$3,430	\$0	\$3,430
MCDOT Labor	\$181	\$116	\$5	\$10	\$10	\$40	\$0	\$65
Project Total	\$5,622	\$827	\$305	\$710	\$310	\$3,470	\$0	\$4,795
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$5,622	\$827	\$305	\$710	\$310	\$3,470	\$0	\$4,795





Riggs Road at SR 347

Work Order #12611 (T157)

This project will provide left-turn lanes on Riggs Road to improve safety and traffic flow.

Key Issues

none

Map Reference: SE-134



Project Manager: Jim Sargent
District: 5
Length: N/A
Detours: N/A
IGA Partnerships: None
Est. Construction Date: FY 2005 & 2006
Right-of-way: N/A

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$4	\$0	\$4	\$0	\$0	\$0	\$0	\$4
Utilities	\$50	\$0	\$50	\$0	\$0	\$0	\$0	\$50
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$219	\$0	\$120	\$99	\$0	\$0	\$0	\$219
MCDOT Labor	\$36	\$0	\$18	\$18	\$0	\$0	\$0	\$36
Project Total	\$309	\$0	\$192	\$117	\$0	\$0	\$0	\$309
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$309	\$0	\$192	\$117	\$0	\$0	\$0	\$309





Rittenhouse Road at Ellsworth Road

Work Order #12616 (T159)

This project will **install traffic signals** at the intersection to improve safety, reduce congestion, and improve traffic flow.

Key Issues

None

Map Reference: SE-135



Project Manager: Nicolaas Swart
District: 1
Length: N/A
Detours: N/A
IGA Partnerships: Potential agreement with the Town of Queen Creek
Est. Construction Date: FY 2006
Right-of-way: N/A

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$8	\$8	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$4	\$0	\$4	\$0	\$0	\$0	\$0	\$4
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$250	\$0	\$0	\$250	\$0	\$0	\$0	\$250
MCDOT Labor	\$40	\$0	\$20	\$20	\$0	\$0	\$0	\$40
Project Total	\$302	\$8	\$24	\$270	\$0	\$0	\$0	\$294
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$302	\$8	\$24	\$270	\$0	\$0	\$0	\$294





Sun City Asphalt Reconstruction Project

FY 2004

Work Order #69068 (T152)

The purpose of this project is to repair failing pavement for the traveling public and area residents so they will have a safer commute. The project includes milling/pulverizing the existing road surfaces six inches in depth and replacing with three inches of compacted untreated aggregate base material or three inches of compacted milled/pulverized material, and three inches of compacted asphalt concrete pavement. This work also includes traffic control and other miscellaneous items of work required for the completion of the project.

Key Issues

None

Map Reference: see below



Project Manager: Eric Mayer
 District: 4
 Length: 4.5 lane miles
 Detours: None anticipated
 IGA Partnerships: None
 Est. Construction Date: FY 2005
 Right-of-way: N/A

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$200	\$0	\$0	\$0	\$0	\$200
MCDOT Labor	\$0	\$0	\$20	\$0	\$0	\$0	\$0	\$20
Project Total	\$0	\$0	\$220	\$0	\$0	\$0	\$0	\$220
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$0	\$0	\$220	\$0	\$0	\$0	\$0	\$220





Sun City Mill & Overlay

Phase 1

Work Order #69076 (T172)

This project consists of milling/pulverizing the existing road surfaces six inches in depth and replacing it with three inches of compacted untreated aggregate base material or three inches of compacted milled/pulverized material, and three inches of compacted asphalt concrete pavement. Portions of the following roadways will be included in Phase 1.

Map Reference: see below

Arterials

107th Ave. Olive Ave. to Grande Ave.
Alabama Ave. 111th Ave. to 99th Ave.
Sun City Blvd. 111th Ave. to 99th Ave.

Locals

New Life Unit 1
Units 1, 1-A, 1-B, 2, 3, 4, 4C, 4 annex



Project Manager: Gary Lasham
District: 4
Length: 30.67 miles
Detours: N/A
IGA Partnerships: None
Est. Construction Date: FY 2006
Right-of-way: N/A

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$3,100	\$0	\$0	\$3,100	\$0	\$0	\$0	\$3,100
MCDOT Labor	\$20	\$0	\$0	\$20	\$0	\$0	\$0	\$20
Project Total	\$3,120	\$0	\$0	\$3,120	\$0	\$0	\$0	\$3,120
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$3,120	\$0	\$0	\$3,120	\$0	\$0	\$0	\$3,120





Sun City Mill & Overlay

Phase 2

Work Order #69077 (T173)

This project consists of milling/pulverizing the existing road surfaces six inches in depth and replacing it with three inches of compacted untreated aggregate base material or three inches of compacted milled/pulverized material, and three inches of compacted asphalt concrete pavement. Portions of the following roadways will be included in Phase 2.

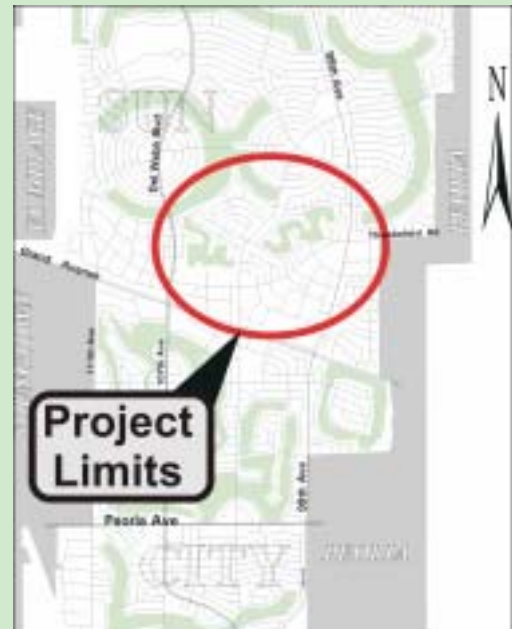
Map Reference: see below

Arterials

Agua Fria Dr.
Talisman Rd.
Thunderbird Blvd.

Locals

Units 11, 11-A, 12, 12-A, 14, 14-C, 15,
15-B, 15-C, 15-D, 17, 17-A, 17-B, 17-D,
17-F, 17-H, 17-J, 18, 18-A, 19, 19-A, 20,
21, 21-A, 22, 22-A, 22-B



Project Manager: Gary Lasham
District: 4
Length: 33.93 miles
Detours: N/A
IGA Partnerships: None
Est. Construction Date: FY 2007
Right-of-way: N/A

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$3,500	\$0	\$0	\$0	\$3,500	\$0	\$0	\$3,500
MCDOT Labor	\$20	\$0	\$0	\$0	\$20	\$0	\$0	\$20
Project Total	\$3,520	\$0	\$0	\$0	\$3,520	\$0	\$0	\$3,520
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$3,520	\$0	\$0	\$0	\$3,520	\$0	\$0	\$3,520





Sun City Mill & Overlay

Phase 3

Work Order #69078 (T174)

This project consists of milling/pulverizing the existing road surfaces six inches in depth and replacing it with three inches of compacted untreated aggregate base material or three inches of compacted milled/pulverized material, and three inches of compacted asphalt concrete pavement. Portions of the following roadways will be included in Phase 4.

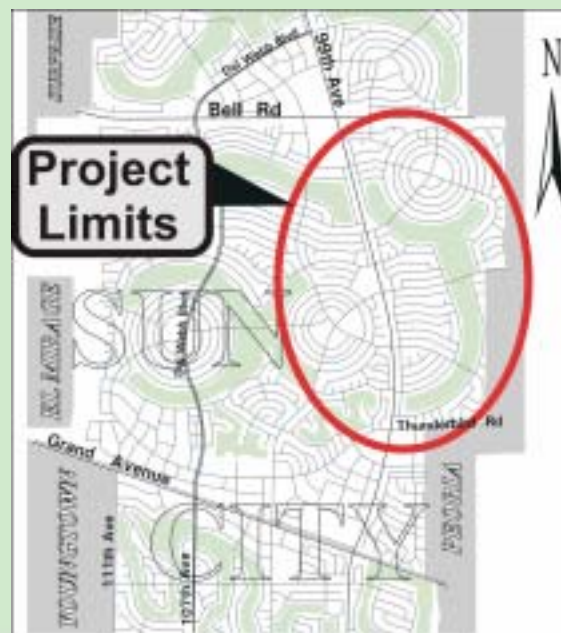
Map Reference: see below

Arterials

Greenway Rd.

Locals

Units: 10, 10-A, 25, 25-A, 26-A, 28, 28-A, 28-B, 31, 31-A, 32, 32-A



Project Manager: Gary Lasham

District: 4

Length: 25.89 miles

Detours: N/A

IGA Partnerships: None

Est. Construction Date: FY 2009

Right-of-way: N/A

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$1,900	\$0	\$0	\$0	\$0	\$2,200	\$0	\$2,200
MCDOT Labor	\$20	\$0	\$0	\$0	\$0	\$20	\$0	\$20
Project Total	\$1,920	\$0	\$0	\$0	\$0	\$2,220	\$0	\$2,220
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$1,920	\$0	\$0	\$0	\$0	\$2,220	\$0	\$2,220





Sun City Mill & Overlay

Phase 4

Work Order #69079 (T175)

This project consists of milling/pulverizing the existing road surfaces six inches in depth and replacing it with three inches of compacted untreated aggregate base material or three inches of compacted milled/pulverized material, and three inches of compacted asphalt concrete pavement. Portions of the following roadways will be included in Phase 3.

Map Reference: see below

Arterials

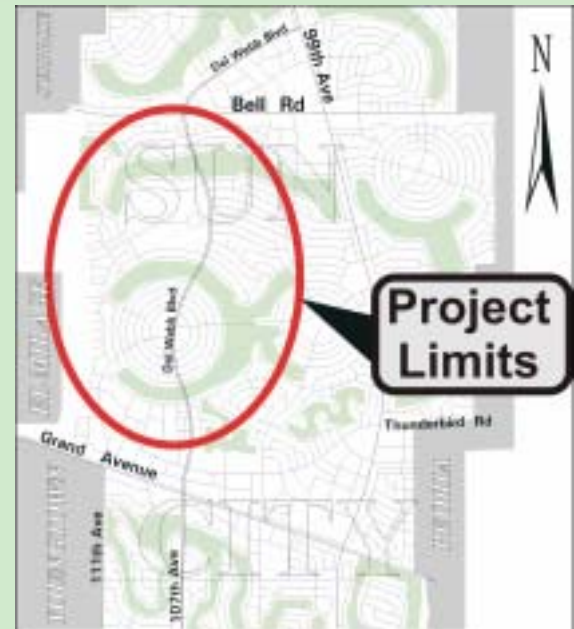
Agua Fria Dr.

Burns Dr.

Hutton Dr.

Locals

Units: 23, 27, 30, 33, 34, 34-A, 35, 35-A, 36



Project Manager: Gary Lasham

District: 4

Length: 23.14 miles

Detours: N/A

IGA Partnerships: None

Est. Construction Date: FY 2009

Right-of-way: N/A

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$2,200	\$0	\$0	\$0	\$0	\$0	\$1,900	\$1,900
MCDOT Labor	\$20	\$0	\$0	\$0	\$0	\$0	\$20	\$20
Project Total	\$2,220	\$0	\$0	\$0	\$0	\$0	\$1,920	\$1,920
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$2,220	\$0	\$0	\$0	\$0	\$0	\$1,920	\$1,920



Sun Valley Parkway, Corridor Study

I-10 to Loop 303 and

Extension to SR 74

Work Order #69082 (T179)

The corridor study is from I-10 to Loop 303, and also includes an additional corridor study extension to SR 74/Grand Avenue. The purpose of this project is to develop a corridor study to investigate the widening of the road so right-of-way and roadway needs can be identified and planned, and future improvements can be identified for increasing the capacity and safety of the roadway. The corridor study from Sun Valley Parkway to SR 74 will determine alternative road alignments.

Key Issues

- Access control and corridor improvement study.

Map Reference: see below



Project Manager: To be determined
 District: 4
 Length: 44.94 miles
 Detours: N/A
 IGA Partnerships: None
 Est. Construction Date: Funded for corridor study only
 Right-of-way: N/A

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$300	\$0	\$300	\$0	\$0	\$0	\$0	\$300
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Project Total	\$300	\$0	\$300	\$0	\$0	\$0	\$0	\$300
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$300	\$0	\$300	\$0	\$0	\$0	\$0	\$300



Williams Field Road

Gilbert Road to Eastern Canal

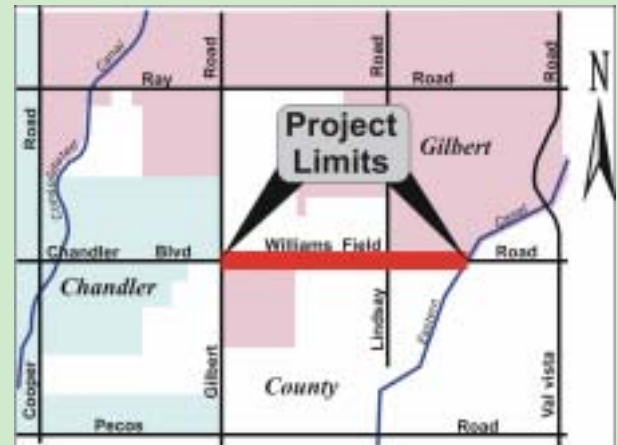
Work Order #68985 (T098)

Final design documents will be prepared based on the findings of the design concept study. This project will include six travel lanes (three in each direction) with bike lanes, curb/gutter, sidewalk, and a raised center median. Other improvements include a storm drain system, retention basins, street lights, landscaping, and widening the Eastern Canal bridge structure.

Key Issues

- Significant traffic growth due to residential and commercial development in the area.
- Numerous homes on large lots "fronting" both sides of the road.
- Access control and traffic safety concerns.
- Coordination with the Town of Gilbert regarding roadway drainage and geometric design, noise mitigation, and preparation of a cost share agreement.
- Programming funds for construction of the project.

Map Reference: SE-142



Project Manager: Dave DeWeese

District: 1

Length: 1.5 miles

Detours: None anticipated

IGA Partnerships: Potential agreement with the Town of Gilbert

Est. Construction Date: Design in FY 2006

Right-of-way: The current total width varies from 110' to 140'. Drainage easements, temporary construction easements, and up to 10' of additional right-of-way may be required to accommodate the new typical section.

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$557	\$95	\$0	\$462	\$0	\$0	\$0	\$462
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Labor	\$105	\$25	\$40	\$20	\$20	\$0	\$0	\$80
Project Total	\$662	\$120	\$40	\$482	\$20	\$0	\$0	\$542
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$662	\$120	\$40	\$482	\$20	\$0	\$0	\$542





Williams Field Road at Higley Road

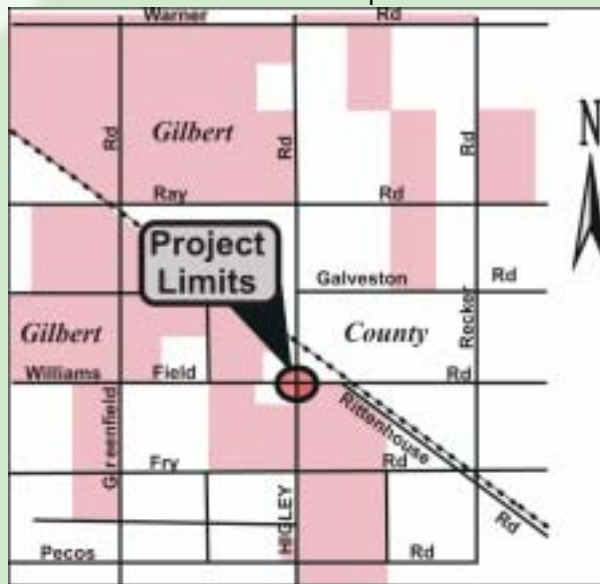
Work Order #68991 (T102)

This project will widen Williams Field Road at the Higley Road intersection and upgrade signals at the intersection.

Key Issues

- Utility relocation.
- Installation of drainage basin.

Map Reference: SE-143



Project Manager: Engineering
District: 1
Length: N/A
Detours: None anticipated
IGA Partnerships: Potential agreement with the Town of Gilbert
Est. Construction Date: FY 2005
Right-of-way: Additional right-of-way will be required

Project expenditures in thousands

Cost Elements	Total Project Cost	Prior Years Expenditures	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Total
Design	\$37	\$23	\$14	\$0	\$0	\$0	\$0	\$14
Right-of-Way	\$63	\$63	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$20	\$20	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$250	\$250	\$0	\$0	\$0	\$0	\$0	\$0
IGA Payments	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$682	\$0	\$682	\$0	\$0	\$0	\$0	\$682
MCDOT Labor	\$193	\$153	\$40	\$0	\$0	\$0	\$0	\$40
Project Total	\$1,245	\$509	\$736	\$0	\$0	\$0	\$0	\$736
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$1,245	\$509	\$736	\$0	\$0	\$0	\$0	\$736

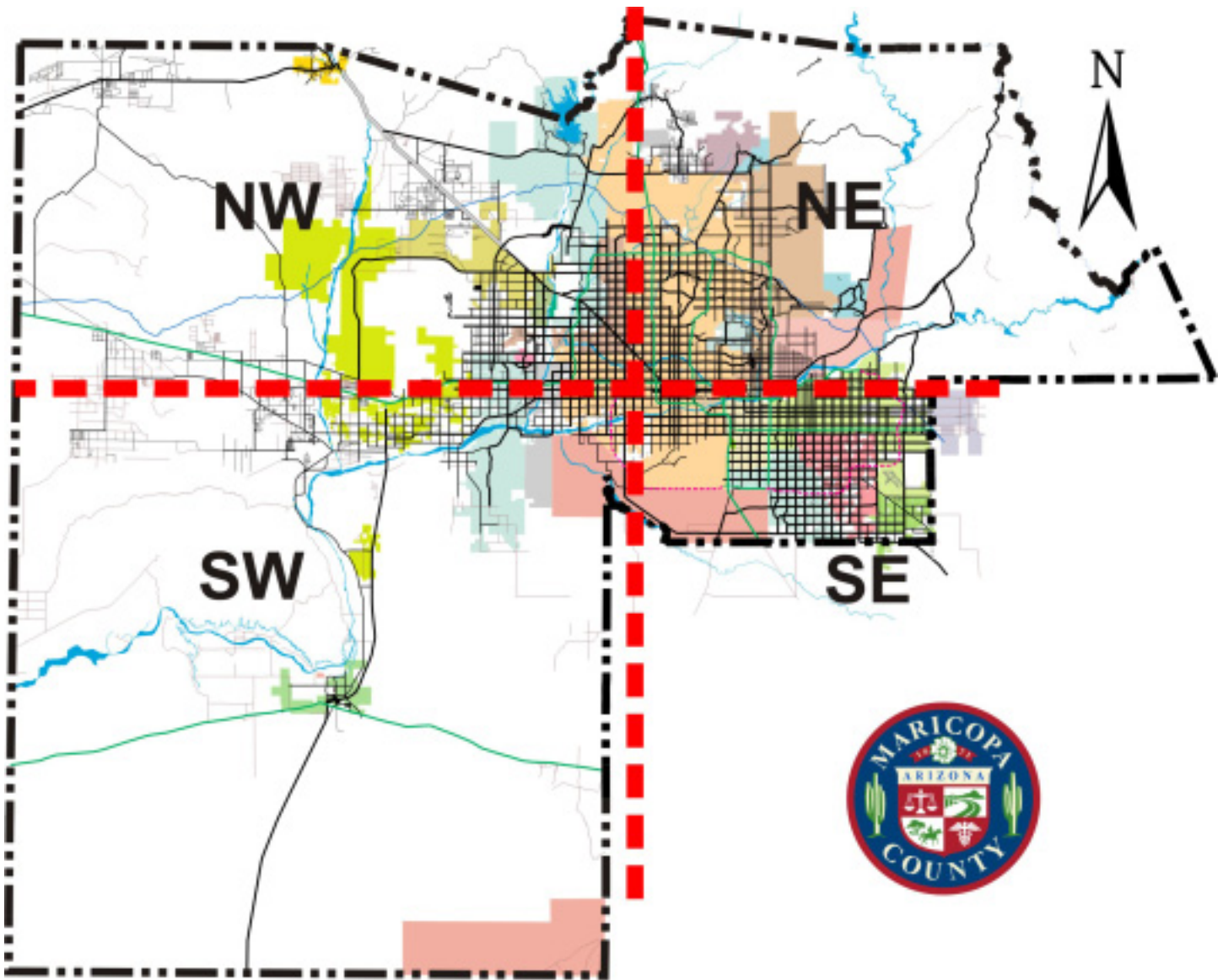


System Support Projects

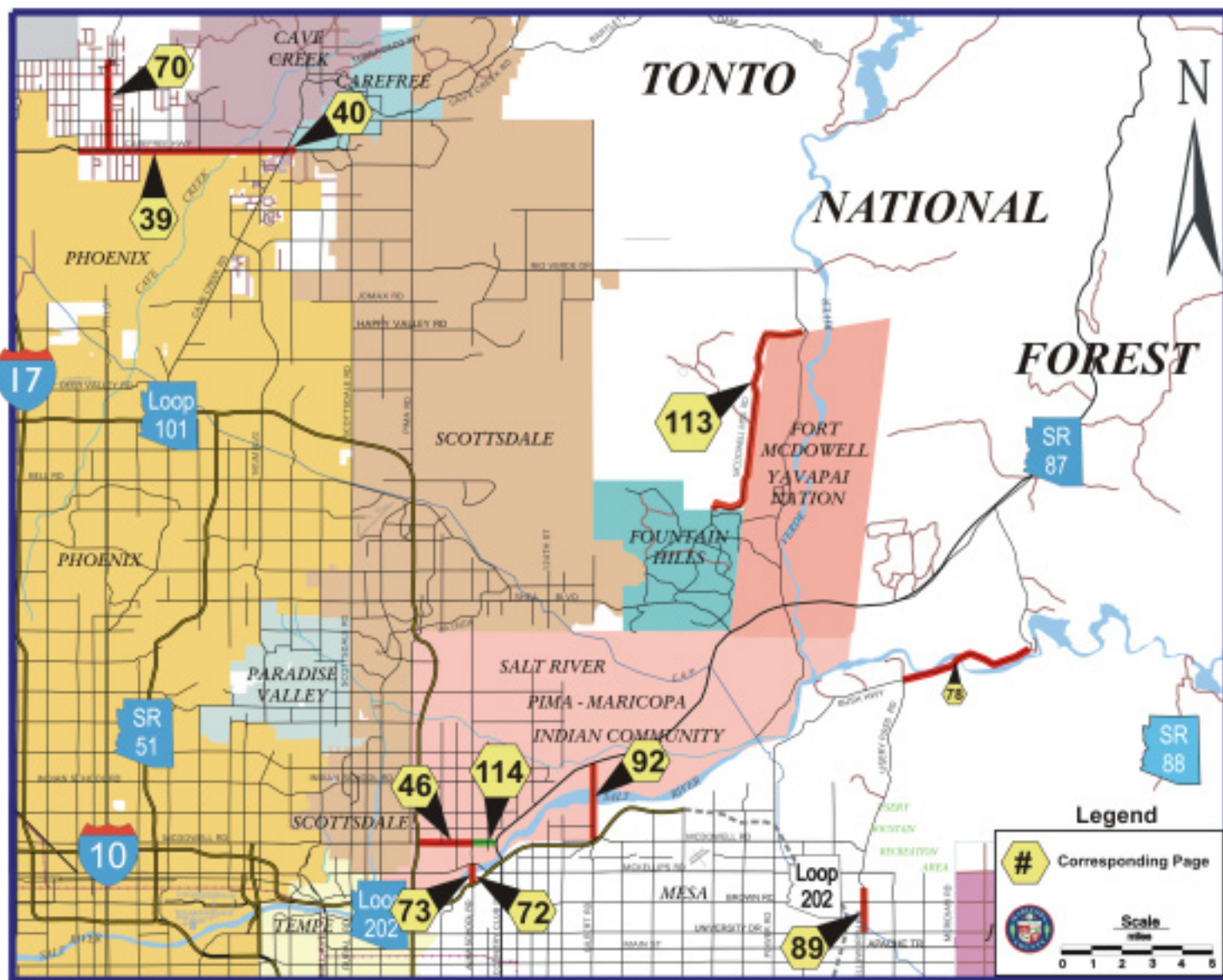
Work Order	Project Description	FY 05	FY 06	FY 07	FY 08	FY 09	FY 05-09 Totals
68885	Archeological On-Call Consultants	\$100	\$0	\$0	\$0	\$0	\$100
68908	Biological Assessments Services	\$15	\$0	\$0	\$0	\$0	\$15
68884	Candidate Assessment Reports (CARs)	\$300	\$300	\$300	\$300	\$350	\$1,550
68872	CDBG Assistance Program	\$300	\$300	\$300	\$300	\$300	\$1,500
68906	Environmental Assessment Consultants	\$10	\$0	\$0	\$0	\$0	\$10
69012	Geodetic Densification & Cadastral Surveys	\$1,750	\$250	\$0	\$0	\$0	\$2,000
68888	General Civil Engineering	\$230	\$3,500	\$3,500	\$4,000	\$4,000	\$15,230
68886	Geotechnical Services	\$10	\$0	\$0	\$0	\$0	\$10
68907	Haz-mat Consultant Services	\$0	\$0	\$0	\$0	\$0	\$0
68898	Low Volume Roads Program	\$20	\$3,020	\$3,020	\$3,020	\$3,020	\$12,100
68895	Northeast Maintenance Facility	\$0	\$0	\$0	\$0	\$0	\$0
68719	Previous Year's Projects; Back Charges	\$350	\$350	\$350	\$350	\$350	\$1,750
69998	Project Reserves Account	\$5,000	\$6,000	\$16,000	\$12,500	\$450,000	\$489,500
69022	Property Mangement on Prior Year's CIP Projects	\$50	\$50	\$50	\$50	\$50	\$250
69010	R.O.W. In-fill on Road Inventory System	\$3,502	\$5,500	\$5,500	\$5,500	\$0	\$20
69033	Signal Modernization	\$320	\$320	\$0	\$0	\$0	\$640
99999	Special Projects Account	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$5,000
69900	TIP Program Management	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$5,000
68883	Unallocated Force Account	\$524	\$1,431	\$1,994	\$2,026	\$2,813	\$8,788
68829	Utility Locating (Pot-Hole) Annual Account	\$50	\$50	\$50	\$0	\$0	\$150

Thousands of dollars

2005-2009 Transportation Improvement Program
County Map Quadrant Identification

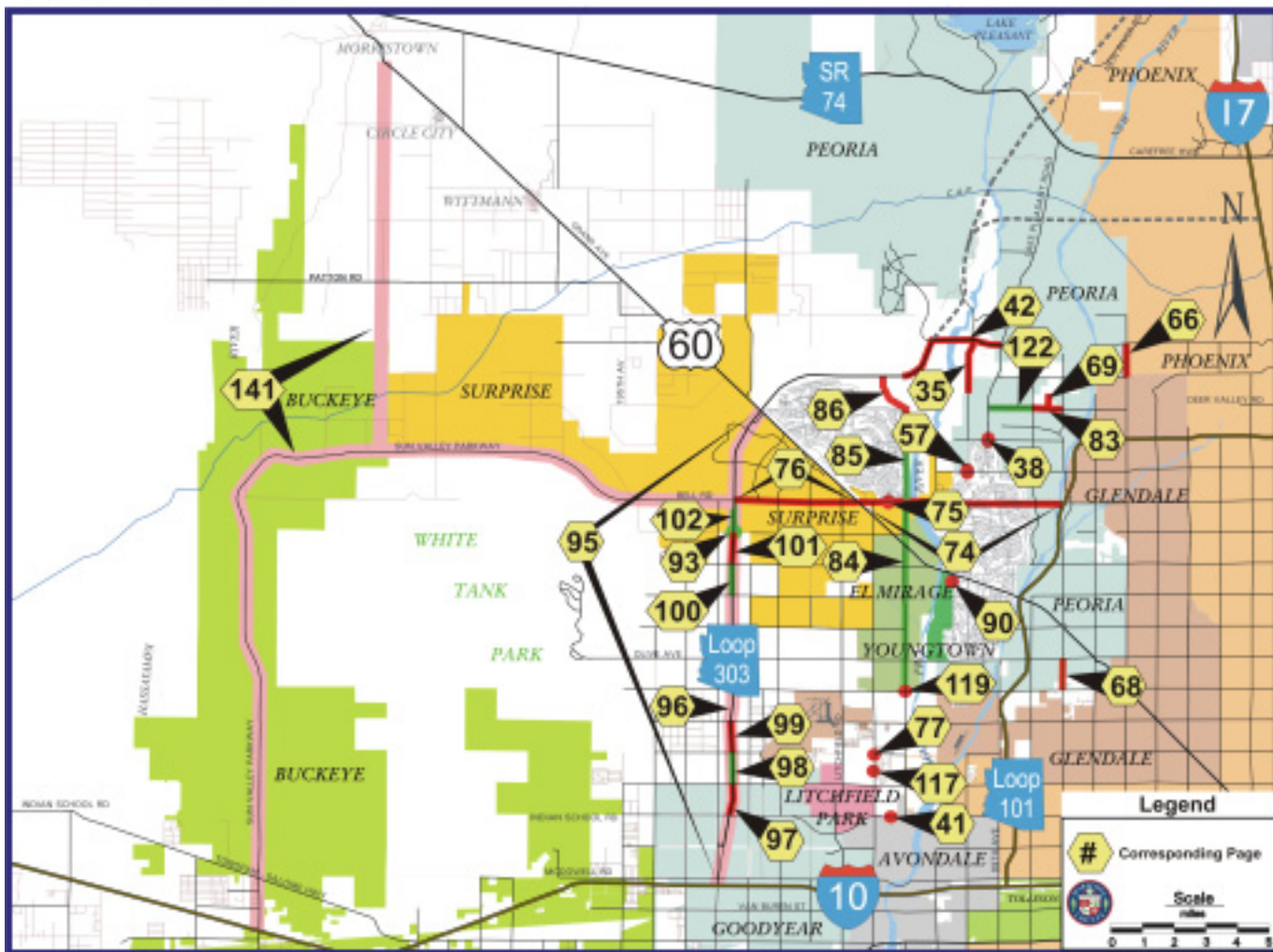


NorthEast



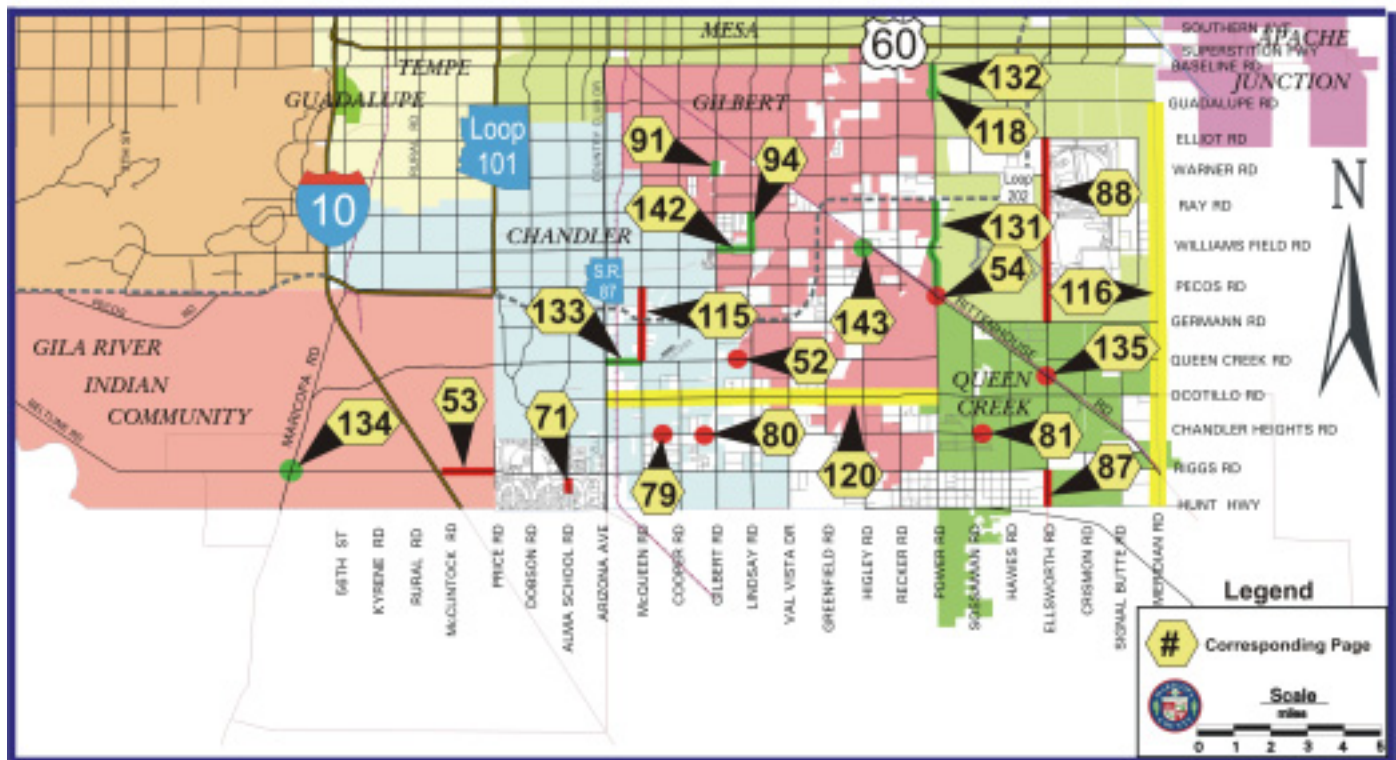
*The colored lines on the map represent projects. Colors are not significant and were used only to distinguish separate projects.

NorthWest



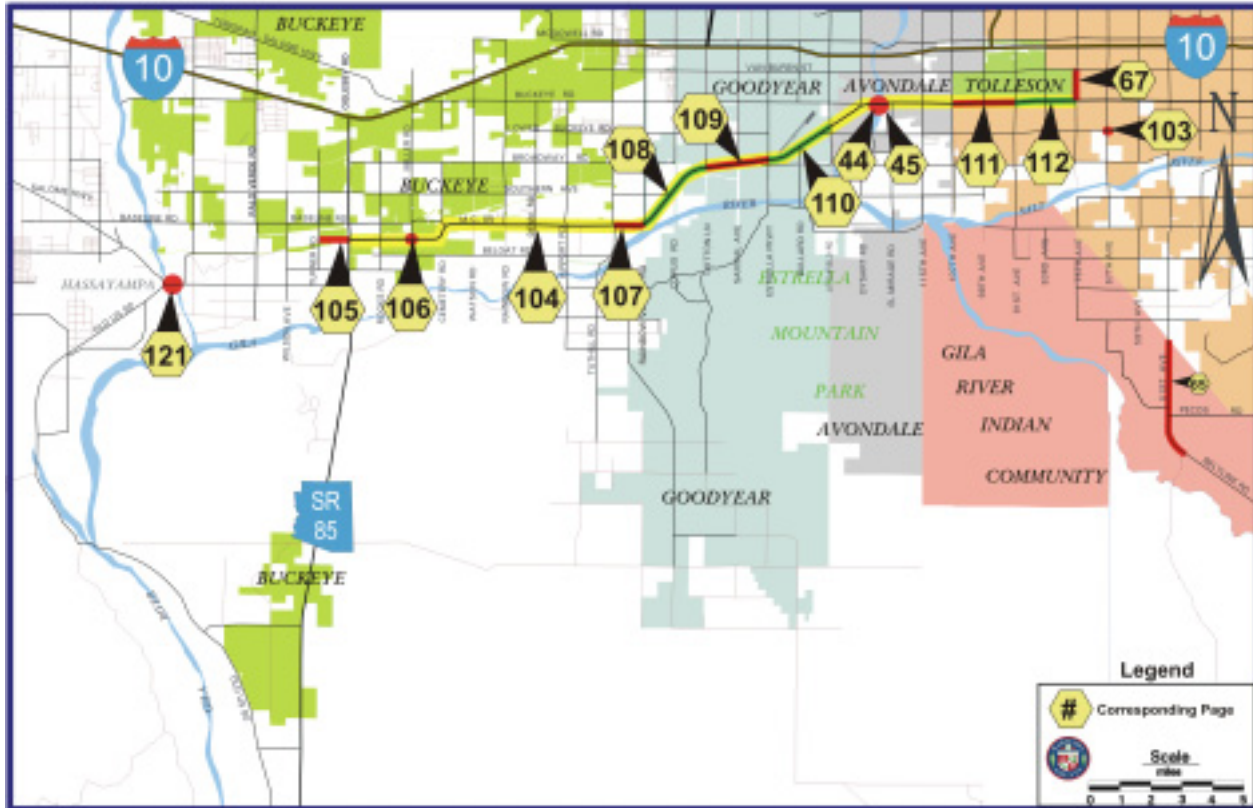
*The colored lines on the map represent projects. Colors are not significant and were used only to distinguish separate projects.

SouthEast



*The colored lines on the map represent projects. Colors are not significant and were used only to distinguish separate projects.

South West



*The colored lines on the map represent projects. Colors are not significant and were used only to distinguish separate projects.

Acronym List

ADOT	Arizona Department of Transportation	MCDOT	Maricopa County Department of Transportation
BMS	Bridge Management System	MFR	Managing For Results
BOS	Board of Supervisors	NEPA	National Environmental Policy Act
CAR	Candidate Assessment Report	PM₁₀	Particulate matter with an aerodynamic diameter equal to or less than 10 micrometers
CMS	Congestion Management System	PRC	Project Review Committee
DCR	Design Concept Report	REACT	Regional Emergency Action Coordinating Team
DMP	Development Master Plan	RMS	Roadway Management System
EPA	Environmental Protection Agency	ROW	Right-of-Way
FEMA	Federal Emergency Management Administration	RWCD	Roosevelt Water Conservation District
FWHA	Federal Highway Administration	SMS	Safety Management System
FY	Fiscal Year	SRPMIC	Salt River Pima-Maricopa Indian Community
GDACS	Geodetic Densification and Cadastral Survey	TAB	Transportation Advisory Board
GRIC	Gila River Indian Community	TIP	Transportation Improvement Program
HURF	Highway User Revenue Fund	TRC	TIP Review Committee
IGA	Intergovernmental Agreement	TSP	Transportation System Plan
ITS	Intelligent Transportation Systems		
MAG	Maricopa Association of Governments		

Glossary of Terms

Arterial Road System

Posted speeds less than or equal to 45 mph, divided four-lane or six-lane roads, striped for two or three lanes in each direction with a median and exclusive turn lanes where applicable.

Collector Road System

Collector streets provide both land access service and traffic circulation within residential neighborhoods, commercial and industrial areas. Collectors typically collect traffic from local streets in residential neighborhoods and channel it into the arterial system. Speeds are typically slower than on the arterial system and there are more access points along collector routes.

Local Road System

Two-lane undivided roads with intersections at-grade with frequent driveway access, traffic movements over relatively short distances and less than eight blocks long in most cases.

Candidate Assessment Report (CAR)

A planning-level study that identifies the best possible alternatives to an identified transportation problem. It provides a scope, schedule and budget for solving the identified problem.

Corridor Study

A study typically conducted on County Primary System Roadways that is anticipated to have significant future problems with respect to congestion, access control, road alignment, rapidly developing land uses or safety. Corridors are typically seven to ten miles long. Each study evaluates several alternatives to solve the identified problems and has an extensive public involvement program. Completed corridor studies provide a scope, schedule, budget and recommended construction phasing for the roadway. Each corridor study is periodically updated in order to keep it

current with its adjacent land development and future traffic volumes.

Design Concept Report (DCR)

A preliminary engineering study which provides considerably more detail than a CAR concerning the best technical project alternatives, proposed costs and schedules.

Intergovernmental Agreement (IGA)

A legal binding agreement between two or more jurisdictions that stipulates what responsibilities each party has with respect to a specific project. Typical agreements stipulate cost sharing amounts and payment schedules, responsibilities for managing the project and who will be responsible for the project upon completion. These arrangements are signed by the representative elected officials of each jurisdiction and then officially recorded.